

Monthly Progress Report #12

For the project entitled:

Disparity/Availability Study

Reporting Period: April 1 - 30, 2008

Submitted by:

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Submitted to:

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May 7, 2008

Task 1: Conduct Legal Analysis

This task is completed. An update will be provided prior to submittal of the Final Report to include any new legal opinions issued, if necessary.

Task 2: Review Policies, Procedures and Programs

The draft anecdotal analysis is attached to the progress report. DBE comments will be incorporated in the final Policies & Procedures chapter next month.

Task 3: Conduct Data Collection

This task is completed.

Task 4: Conduct Market Area Analysis

This task was completed during the month of March. Below is the Relevant Market Area analysis.

**Relevant Market Area
Montana Department of Transportation
Fiscal Years 2002 - 2006**

	State of Montana	Totals
Total Dollars	\$1,592,331,094	\$1,592,331,094
Percent of Dollar	88.11%	88.11%
Percent of Contracts	84.68%	84.68%

Source: Montana Department of Transportation for the period of October 1, 1999 through September 30, 2006

Task 5: Calculate Private Sector Availability

Turner and Associates made significant progress toward completing the outreach effort for the telephone survey. Completion is anticipated within the next week. The target level for completion is 700 participants. The telephone survey will provide information about the experience of firms interested in doing business with MDT. The telephone survey will also provide data about firm interest level in providing goods and services to the contracting agency.

The preliminary results seem to reflect low participation by DBEs in MDT contracts, however actual results will not be known until completion of the data gathering process. At this

point, data from the telephone survey is inconclusive as to the causative factors for the apparent low levels of DBE participation.

Task 6: Conduct Availability Analysis

This task is dependent on the business survey. Once the data is verified, public and private sector availability and regression analysis will be conducted.

Task 7: Conduct Regression Analysis

This task is behind schedule and will be conducted upon the completion of the business survey.

Task 8: Conduct Utilization Analysis

This task is completed for Business Categories Combined, Construction/Construction-related services, and Professional Services.

A draft copy of Chapter 5-Part 1 was completed during the month of April 2008. Included in the draft copy of Chapter 5-Part 1 is the relevant market area, utilization, goals and threshold analyses. Please note that the contract information utilized to conduct all analyses was based upon contract award amounts and does not include change order amounts. Approval was received from Leslie Wootan-Hartung, DBE Program Manager on April 23, 2008 to omit change order amounts based upon the fact that the change order dollars could only be associated at the prime contractor level and not at the subcontractor level.

Action Item for next month:

- MDT to review and provide comments.
- D. Wilson will draft the Professional Services analysis.

Task 9: Conduct Disparity Analysis

This task will begin upon completion of the availability analyses.

Task 10: Personal Interview, Focus Groups and Public Hearings

The draft anecdotal chapter is attached for MDT review and comments. Once the survey is completed, we will incorporate the results.

Action Item for next month:

- MDT to review and provide comments.
- D. Wilson will incorporate survey results.

Task 11: Recommend Narrowly Tailored Remedies for the DBE Policy and Programs

This task will begin when all previous tasks are completed

Task 12: Final Report

Draft report is behind schedule however, we anticipate having a draft report for review by the end of June 2008.

Detailed Work Plan

A copy of our detailed work plan is attached. It provides the proposed timeline and current timeline.

Summary of Expenditures

Table 1 summarizes the expenditures on this project through April, 2008. Expenditures during the twelfth month were \$53,151.09, leaving \$112,493.39 for the remainder of the project.

TABLE 1. Summary of Expenditures

Budget Category	Budgeted Funds	Spent This Period	Total Spent	Total Remaining
Labor	\$516,492.21	\$53,151.09	\$406,446.81	\$110,045.40
Sub Consultant	\$90,431.00	\$0.00	\$90,000.00	\$431.00
Travel	\$41,810.00	\$0.00	\$39,793.26	\$2,016.74
TOTALS	\$648,733.46	\$53,151.09	\$536,240.07	\$112,493.39

Montana Work Plan

Task	Task #	Activity	Proposed Date	Date Submitted
1.0 – Conduct Legal Analysis	1.1	Identify and obtain copies of relevant court cases.	6/15/07	5/2/07
	1.2	Conduct a detailed review and analysis of each set of opinions.	6/15/07	5/2/07
	1.3	Prepare a detailed list of the requirements of availability and disparity studies based upon opinions relevant to owner determinations of: <ul style="list-style-type: none"> • Race- and gender-neutral programs • Race- and gender-preference programs • Definition of business categories for disparity analysis • Definition of appropriate race and gender categories for disparity analyses • Definition and measurements of utilization • Definition and measurement of availability in the appropriate geographical study areas • Measurement of disparity due to discrimination • Methods for determining significant levels of disparity • Status of legal use of multivariate/regression, probability, and other statistical analyses • Measurement and relevance of disparity in the relevant private markets • Requirements related to documentation of anecdotal evidence; and • Requirements related to documentation of barriers in obtaining bonding and financing, disparities in business formation and earnings encountered by DBE firms • Any other related requirements or types of evidence approved by relevant cases 	6/15/07	5/2/07
	1.4	Prepare a legal report that analyzes and summarizes the legal opinions relating to approved methods required by relevant cases for availability and disparity studies.	6/15/07	Draft Submitted 5/2/07
2.0 – Review Policies, Procedures and Programs	2.1	Review and analyze MDT statutes, regulations, resolutions, ordinances, policies and procedures, and existing programs, applicable during the relevant study time period.	9/30/07	6/18/07
	2.2	Review contracting and purchasing manuals currently in use and history of development for all MDT Members.	9/30/07	6/18/07

Montana Work Plan

Task	Task #	Activity	Proposed Dates	Date Submitted
	2.3	Identify and interview key MDT managers regarding the history and development of the policies currently in use, implementation of the policies and impacts of the implementation of the policies, including the race/gender neutral and preference programs.	9/30/07	7/20/07
	2.4	Identify and interview DBE firms and non-minority firms regarding the MDT policies, barriers and implementation and impact of the policies, including the race/gender neutral and preference programs.	9/30/07	12/31/07
	2.5	Provide the results to the client for review and feedback regarding existing programs.	9/30/07	10/31/07
	2.6	Prepare a report that summarizes the impacts of existing policies and contracting programs.	9/30/07	
3.0 – Conduct Data Collection	3.1	Conduct a data assessment to determine the condition of contract and purchasing data and develop data collection methodology. Data collected will cover the time period of October 1, 1999 through September 30, 2006.	9/30/07	8/20/07
	3.2	Develop, review and receive approval for data collection methodology from Project Manager.	9/30/07	8/20/07
	3.3	Work with appropriate MDT personnel to transfer electronic data to Wilson Consulting and hard copy files for data extraction.	9/30/07	9/30/07
	3.4	Collect data from outside sources, such as certification lists, minority and majority professional organizations, <i>Dun and Bradstreet</i> , <i>Construction Market Data</i> , and <i>F.W. Dodge, Inc.</i>	9/30/07	8/30/07
	3.5	Finalize Programming Wilson Consulting database to record and analyze the utilization data.	9/30/07	8/30/07
	3.6	Obtain 100 percent of subcontractor data, where appropriate. If data is in hard copy, scan the contracts and subcontracts to enter in database.	9/30/07	9/30/07
	3.7	“Clean” data for consistency: removing duplicates; formatting; multiple office locations, etc. Remove unnecessary data to include employees, other government agencies, nonprofit organizations and other fields as appropriate.	9/30/07	10/31/07
	3.8	Prepare List of Contracts for review.	9/30/07	10/31/07

Task	Task #	Activity	Proposed Dates	Date Submitted
4.0 – Conduct Market Area Analysis	4.1	From the statistics gathered from contract data, determine the location of successful vendors. Determine the geographic area from which prime contractors or vendors are hired for each type of contracting.	10/31/07	11/23/07
	4.2	A market area analysis will be prepared for each major business category: heavy construction services, professional services and supplies.	10/31/07	11/23/07
	4.3	Review the draft market area analyses with Project Manager.	10/31/07	11/23/07
	4.4	Prepare report on the recommended market areas.	10/31/07	
5.0 – Calculate Private Sector Availability	5.1	Determine the relevant private sector market area taking into account total market activity, geography and operational capability indicators.	11/30/07	In Progress
	5.2	Collect the relevant public data from resources such as the National Survey of Small Business Finances (NSSBF), US Small Business Administration (SBA), Current Population Survey (CPS), Economic Census and Five Percent Public Use Microdata Samples (PUMS).	11/30/07	10/31/07
	5.3	Determine the relevant firm type and characteristics to be included in the private sector availability analysis.	11/30/07	10/31/07
	5.4	<p>Collect required data on private organizations providing the relevant services in the defined market area. Data should be collected on:</p> <ul style="list-style-type: none"> • First and last name • Company name • Physical and mailing addresses • Phone number • Fax number • Email address • NAICS • DBE status <p>If available, collect data on number of employees, year founded, annual revenues and geographic areas of operation.</p>	11/30/07	10/31/07

Montana Work Plan

Task	Task #	Activity	Proposed Dates	Date Submitted
	5.5	Select survey targets for assessing the private market for availability predictors.	11/30/07	01/31/08
	5.6	Refine the survey instrument to ensure that it captures the requested as well as needed data regarding the private sector.	11/30/07	01/31/08
	5.7	Issue and collect the survey from relevant private firms.	11/30/07	In Progress
	5.8	Analyze the survey data to determine barriers of entry, operating conditions and other marketplace characteristics.	11/30/07	
	5.9	Model the private sector availability based on ready, willing and able. Utilize original data (survey), secondary data (federal, state, and commercial data) and other resources.	11/30/07	
	5.10	Use econometric modeling to estimate the size of the firm population based on the private sector data by category.	11/30/07	
	5.11	Ensure that secondary measures are utilized that validate the calculations.	11/30/07	
	5.12	Determine private sector availability by District (geographic area), NAICS code, business concentration, preference status (race and gender) and component scores on the availability measures.	11/30/07	
	5.13	Validate the calculated selections based on vendor data to ensure that the similar firms are determined to be available for each stratum.	11/30/07	
	5.14	Create the private sector availability database for disparity analysis.	11/30/07	
6.0 – Conduct Availability Analysis	6.1	Verify the validity of the client databases containing vendor, bidder and subcontractor data collected in previous tasks.	12/31/07	10/31/07
	6.2	Determine other organizations and jurisdictions that should be approached for vendor, bidder and subcontractor data.	12/31/07	10/31/07
	6.3	Collect electronic listings from other public jurisdictions and organizations. This should include other public organizations, associations or groups.	12/31/07	10/31/07

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Task	Task #	Activity	Proposed Dates	Date Submitted
	6.4	<p>Create a database that contains the relevant vendor, bidder and subcontractor data for the state and other organizations. Data should be organized on:</p> <ul style="list-style-type: none"> • First and last name • Company name • Physical and mailing addresses • Phone number • Fax number • Email address • SIC • NAICS • DBE status <p>If available, collect data on preference status, number of employees, year founded, annual revenues and geographic areas of operation.</p>	12/31/07	10/31/07
	6.5	Create a list of organizations with missing data and what the missing elements are.	12/31/07	11/16/07
	6.6	Contact by phone the organizations with missing data and collect as much as possible for entry into the vendor, bidder and subcontractor database.	12/31/07	11/16/07
	6.7	Update the database with the collected information where appropriate.	12/31/07	11/16/07
	6.8	Compare the overlap of the public and private databases. Eliminate any redundant entries to ensure that the database is comprehensive and accurate.	12/31/07	11/27/07
	6.9	Verify the bidder and subcontractor data with the same standards for availability with the private sector firms.	12/31/07	11/27/07
	6.10	Create a master database for availability analysis that indicates the source of the entry but includes all entries.	12/31/07	12/31/07
	6.11	Determine availability based on public vs. private market participants, combined public and private, geographic location, size categories, preference status (race and gender) and other demarcations.	12/31/07	In Progress

Task	Task #	Activity	Proposed Dates	Date Submitted
	6.12	Create the availability contact database.	12/31/07	12/31/07
	6.13	Prepare the chapter summarizing the availability analysis.	12/31/07	
7.0 – Conduct Regression Analysis	7.1	Review data collected from the vendor survey and ensure that the data presents a sufficient and defensible sample for analysis. A comparison to the public and private availability data should be conducted.	11/30/07	
	7.2	Conduct descriptive analysis to determine the robustness of the data.	11/30/07	
	7.3	Select the econometric models necessary for determining the causal factors related to firm utilization.	11/30/07	
	7.4	Verify the analysis assumptions to ensure the identified relationships are correct.	11/30/07	
	7.5	Conduct additional analysis as needed to determine other mitigating factors impacting the results.	11/30/07	
	7.6	Summarize the findings and link possible predictors to programs, initiatives and other environmental factors related to the results.	11/30/07	
	7.7	Identify potential recommendations that would result in increasing available firms, utilization and reaching the organization's goals.	11/30/07	
8.0 – Conduct Utilization Analysis	8.1	Review utilization (vendor) database for completion and appropriateness of elements. Ensure that all of the necessary elements are present in the database.	11/30/07	12/31/07
	8.2	Create initial utilization summaries by project type, location, size and other major characteristics to provide the project manager.	11/30/07	In Progress
	8.3	Gain approval from the project manager on the output of the utilization database.	11/30/07	
	8.4	Conduct basic descriptive analysis on the utilization database.	11/30/07	

Montana Work Plan

Task	Task #	Activity	Proposed Dates	Date Submitted
	8.5	Based on contract size, relevant market area, time period and preference status, estimate utilization for prime and subcontractors.	11/30/07	
	8.6	Examine utilization within the context of programs and incentives in place during the time period analyzed.	11/30/07	
	8.7	Provide the results to the client for review and feedback.	11/30/07	
9.0 – Conduct Disparity Analysis	9.1	Develop a draft set of disparity analyses (in the form of report layouts) and statistical analyses (in tabular form) to be conducted.	1/15/08	
	9.2	Review draft report layouts and tables with the Project Manager and make appropriate revisions.	1/15/08	
	9.3	Utilizing the availability data and the utilization data, calculate disparity indices for the categories shown above.	1/15/08	
	9.4	Subject disparity analyses to statistical tests to determine statistical significance.	1/15/08	
	9.5	Conduct comparative analysis of disparity when a race preference program was used and when only race neutral program was used.	1/15/08	
	9.6	Review the disparity calculations, statistical tests results with the Project Officer and make appropriate revisions.	1/15/08	
10.0 – Personal Interviews, Focus Groups and Public Hearings	10.1	D. Wilson Consulting Group will schedule and conduct not less than 60 personal interviews. The purpose of the interviews is to gather anecdotal data concerning barriers to contracting for performance of work in the State of Montana. D. Wilson Consulting Group will utilize the DBE interview instrument developed in Task 5 to collect data during the interview. D. Wilson Consulting Group will obtain signed affidavits from all interviewees attesting to the accuracy of the information provided during the interviews.	12/31/07	11/23/07

Montana Work Plan

Task	Task #	Activity	Proposed Dates	Date Submitted
	10.2	D. Wilson Consulting Group will conduct 5 public hearings, 1 public hearing in each District. D. Wilson Consulting Group will provide a hearing officer and panel to gather anecdotal evidence concerning contracting experiences with the State of Montana including disparate treatment, contracting barriers and suggestions for improvement.	12/31/07	11/23/07
	10.3	Draft Anecdotal chapter for review by Project Manager	2/15/08	04/30/08
11.0 – Recommend Narrowly Tailored Remedies for the DBE Policy and Programs	11.1	Based on the results of the availability, regression, and utilization analyses, and the review of programs, identify problem areas, if any.	2/15/08	
	11.2	Identify what problem areas, if any that can be corrected with race- and gender-neutral remedies.	2/15/08	
	11.3	Identify what problem areas, if any, cannot be corrected by race- and gender-neutral remedies.	2/15/08	
	11.4	Identify narrowly tailored remedies for each problem area (or group of areas) consistent with the legal parameters.	2/15/08	
	11.5	Prepare alternative recommendations and solutions, if necessary, to modify existing race- and gender-neutral programs and policies and existing race- and gender-preference programs.	2/15/08	
	11.6	Develop methods for monitoring and data collection.	2/15/08	
	11.7	Prepare draft report on the recommendations. Review draft report with the Project Manager and make appropriate revisions.	2/15/08	
	11.8	Submit final report with recommendations.	2/15/08	
12.0 – Final Report	12.1	Compile all draft chapter reports into one for review by the Wilson Consulting Group team.	4/30/08	
	12.2	Revise report based upon team comments.	4/30/08	
	12.3	Present Draft Report to the Project Manager for review and comments.	4/30/08	
	12.4	Discuss comments with Project Manager for clarification.	4/30/08	

Task	Task #	Activity	Proposed Dates	Date Submitted
	12.5	Prepare Final Report.	4/30/08	
	12.6	Conduct three presentations of the results of the Availability/Disparity Study.	4/30/08	
13.0 – Deliverables	13.1	Final Report – with Appendices	4/30/08	
	13.2	Executive Summary	4/30/08	
	13.3	Three Presentations	4/30/08	
	13.4	CD with available firms.	4/30/08	

Montana Proposed / Current Timeline

TASK	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR
1.0 – Conduct Legal Analysis	■	■										
2.0 – Review Policies, Procedures and Programs		■	■	■	■							
3.0 – Conduct Data Collection	■	■	■	■	■							
4.0 – Conduct Market Area Analysis						■						
5.0 – Calculate Private Sector Availability						■	■					
6.0 – Conduct Availability Analysis						■	■	■				
7.0 – Conduct Regression Analysis							■					
8.0 – Conduct Utilization Analysis						■	■					
9.0 – Conduct Disparity Analysis								■				
10.0 – Personal Interviews, Focus Groups and Public Hearings						■	■	■				
11.0 – Recommend Narrowly Tailored Remedies for the DBE Policy and Programs									■	■		
12.0 – Final Report										■	■	■

* For presentations of the Final Report

CHAPTER 5.0 - MONTANA DEPARTMENT OF TRANSPORTATION RELEVANT MARKET AREA, UTILIZATION AND DISPARITY ANALYSES

This Chapter provides an overview of our analysis of the contracting activity occurring between October 1, 1999 through September 30, 2006 for the Montana Department of Transportation (MDT). We will also define MDT's relative market area and analyze the utilization of firms available.

5.1 Data Collection and Management

This section describes the data parameters and the process utilized to collect and manage the data used in this study.

Business Categories

This study analyzed the spending patterns of the MDT to determine the business categories of purchases made during the study period and the relevant market area. To define each business category the Wilson Group utilized the primary industry classification under the North American Industrial Classification System (NAICS). Procurements were generally assigned to one of following business categories for the MDT.

Construction

NAICS CODES	NAICS DESCRIPTION
111421	Nursery and Tree Production
210000	Mining
221310	Water Supply and Irrigation Systems
230000	Construction
310000	Manufacturing
420000	Wholesale Trade
480000	Warehousing and Utilities

Professional Services

NAICS CODES	NAICS DESCRIPTION
531390	Other Activities Related to Real Estate
540000	Professional, Scientific and Technical Services
920000	Public Administration
560000	Administrative and Support and Waste Management and Remediation Services

Disadvantaged Business Enterprises (DBEs)

Title 49, Part 26 of the Code of Federal Regulations defines a disadvantaged business enterprise as a firm with at least 51 percent ownership and control by a DBE from one of six subgroups: Black Americans, Native Americans, Asian-Pacific Americans, Asian Subcontinent

Americans Hispanic Americans, and Women. These groups are defined in Appendix A. Firm classification was determined based on data provided by the MDT and telephone and/or personal interviews that were conducted by the Wilson Group.

The Wilson Group used data from MDT's files to develop and initially classify firms into business owner classifications. Subsequently, representatives from MDT served as resources to review the classifications and identify firms that should be reclassified to another category. Where firm ownership was undetermined, the firms were considered to be non-minority owned and therefore classified as non-DBEs for the analytical purpose of this study.

Data Collection

The Wilson Group developed a data assessment tool for fact finding about MDT's data sources and formats. The completed data assessment tools along with interviews conducted with key staff members were used to develop and finalize a data collection plan. During the months of May 2007 through September 2007 electronic and hardcopy data were retrieved from MDT.

Relevant data collected from the above vendor and contract sources included but are not limited to the following:

Vendors

- Vendor Name
- Geographic County/Region
- Owner's Ethnicity
- Primary NAICS
- Primary Services

Contract/Subcontract Data

- Prime Contractor
- Subcontractor
- Contract ID
- Contract Award Date
- Contract Award Amount
- Subcontract Amount
- Payment to Prime Contractor
- Contract Funding Source
- Contract Type
- Primary Service

Vendor Data

The Wilson Group collected company records from multiple sources to create a Master Vendor table. The following is a list of data sources included in the study:

MASTER VENDOR DATA SOURCES	
Secretary of State of Montana Vendors	
Montana Contractor Association Vendors	
State of Montana Electrical Permits	
National Minority Suppliers List	
National Center for American Indians Vendors	
Dunn & Bradstreet Data	
DBE Bidders' List by NAICS	
National Center for American Indian Enterprises	
MDT Civil Rights DBE Suite	
PELAS Vendor List	
MDT Departmental Vendor Lists	

From the vendor sources, a total of 47,445 individual vendors were included in the Master Vendor Table. In order to limit the vendors to the type of services contracted by MDT, below is a list of the types of vendors that were excluded. The final Master Vendor Table included 22,468 vendors.

VENDORS EXCLUDED		
Air Transportation/Airlines	Farming/Cattle Feed	Personal Care Services
Amusement and Recreation	Fitness/Sports Centers	Pharmacies
Apartment/Rental Complex	Fisheries	Radio/TV Broadcasting
Associations/Nonprofits	Florists/Novelty/Gift Shops	Real Estate Agency
Banking/Financial Institutes	Food Services/Processing	Schools and Instruction
Bars/Lounges/Clubs	Gambling/Gaming	Sporting Goods/Supplies
Barber/Beauty Shops	Gas Stations/Convenience Stores	Touring/Sightseeing
Breweries/Wineries	Government Agencies	Transit Vehicle Dealers
Car Rentals	Grocery/Supermarkets	Travel Agency
Catering/Restaurants	Ground Transportation	US Postal Services
Cemeteries/Funeral Services	Hotels/Motels/Resorts	Union/Labor Groups
Childcare/Daycare	Insurance	University/Schools/Colleges
Clothing Stores	Museums/National Parks/Zoo	Unknown Data (address, services provided, etc.)
Duplicates	Nonprofit Organizations	Utilities
Employee/Individual	Nursing Home/Hospice	
Entertainment/Theatres	Pet Care/Grooming	

Contract and Subcontract Data Collection

Electronic and hardcopy data was provided by MDT for contracts awarded during the seven-year study period. The Wilson Group created a contract table, which included prime contractor and subcontractor data. The following is a list of the contracting sources utilized:

CONTRACTING SOURCES
MDT Contract Data
DBE Contract Tracking
DBE Suite Contract Data
CTEP Contract Data (FY2005)
Melissa Data
Highway Safety Contract Data

A contract database was compiled using the above mentioned sources. Based on the parameters of the study that were discussed with the client's contract manager, certain contracts were excluded from further analysis. Reasons for exclusion include contracts that were:

- Out of the Study Period - the study period included activity occurring between October 1, 1999 and September 30, 2006.
- State Funded - the study included only federally funded contracts
- Contracts with missing variables - missing contractor information

Once all data were cleaned, a total of 1,459 contracts and 3571 subcontracts were included in the market area analysis.

Below is a list of the actual number of contracts and subcontracts for each business category analyzed for the study:

MDT Prime Contracts		
Business Category	Contract Amounts	# of Contracts
Construction	\$1,475,740,801	1044
Professional Services	\$ 116,590,293	415
Total	\$1,592,331,094	1459

MDT Subcontracts		
Business Category	Amount of Payments	# of Contracts
Construction	\$421,071,464	3165
Professional Services	\$ 13,031,062	406
Total	\$434,102,526	3571

5.2 Market Area Analysis

For this study, the relevant market area was defined as those United States counties in which MDT expended 75 percent or more of total expenditures during the study period. The significance of the relevant market area is that further analysis within the context of this study will focus primarily on activity occurring within the respective relevant market areas.

During the study period, MDT expended over \$1.5 billion on federally funded contracts, utilizing 243 individual firms on 1,459 contracts. Counties within the State of Montana received over 88 percent of the federally funded contract dollars awarded during the study period. Exhibit 5-1 presents dollar amounts and percentages of firms as well as contracts for MDTs relevant market area. The utilization, availability and disparity analyses will use only the contracts included in the relevant market area.

**Exhibit 5-1
Relevant Market Area
Montana Department of Transportation
Fiscal Years 2000 - 2006**

	State of Montana	Totals
Total Dollars	\$1,592,331,094	\$1,592,331,094
Percent of Dollar	88.11%	88.11%
Percent of Contracts	84.68%	84.68%

Source: Montana Department of Transportation for the period of October 1, 1999 through September 30, 2006

5.3 Prime Contractor Utilization Analysis

For each business category the Wilson Group conducted utilization analyses of all DBE and non-DBE prime and subcontractors during the study period.

The overall utilization analysis of prime contractors for the MDT is shown in Exhibit 5-2. DBEs were awarded over \$149 million or 9.37 percent of the total federal prime contracting dollars expended by the MDT during the seven year study period. The most utilized DBEs as prime contractors were owned by Women, receiving \$135 million or 8.48 percent of the total amount of federally funded contracts; Native Americans were second, receiving over \$11 million or .69 percent. Firms owned by Asian Pacific Americans, Asian Subcontinent Americans and Hispanic Americans did not receive any prime contracting federal dollars spent within the seven year study period.

5.3.1 Construction

The utilization analysis of prime contractors for Construction projects is shown in Exhibit 5-3. Construction projects account for 92.7 percent of the federally funded projects awarded by the MDT.

During the seven year study period, DBEs were awarded \$136.3 million or 9.24 percent of the total federal prime contracting dollars expended by the MDT for Construction projects. The most utilized DBEs were owned by Women, receiving over \$122 million, or 8.31 percent of the contracts awarded. Asian Pacific Americans, Asian Subcontinent Americans and Hispanic Americans did not receive any of the prime contracting federal dollars spent for Construction projects.

**Exhibit 5-2
Business Categories Combined
Prime Contractor Utilization
Montana Department of Transportation
Fiscal Years 2000 - 2006**

	Black Americans	Native Americans	Asian Pacific Americans	Asian Subcontinent Americans	Hispanic Americans	Women	Total DBEs	Non-DBEs	TOTALS
Total Prime Contractor Dollars Percent of Dollars	\$3,065,775 0.19%	\$11,044,998 0.69%	\$0 0.00%	\$0 0.00%	\$0 0.00%	\$135,057,866 8.48%	\$149,168,639 9.37%	\$1,443,162,455 90.63%	\$1,592,331,094 100.00%
Total Number of Contracts Percent of Contracts	10 0.69%	38 2.60%	0 0.00%	0 0.00%	0 0.00%	267 18.30%	315 21.59%	1,144 78.41%	1,459 100.00%
Individual Firms Utilized Percent of Firms	1 0.41%	5 2.07%	0 0.00%	0 0.00%	0 0.00%	31 12.86%	37 15.35%	204 84.65%	241 100.00%

Source: Montana Department of Transportation for the period of October 1, 1999 through September 30, 2006.

**Exhibit 5-3
Construction
Prime Contractor Utilization
Montana Department of Transportation
Fiscal Years 2000 - 2006**

	Black Americans	Native Americans	Asian Pacific Americans	Asian Subcontinent Americans	Hispanic Americans	Women	Total DBEs	Non-DBEs	TOTALS
Total Prime Contractor Dollars Percent of Dollars	\$3,065,775 0.21%	\$10,681,411 0.72%	\$0 0.00%	\$0 0.00%	\$0 0.00%	\$122,626,234 8.31%	\$136,373,421 9.24%	\$1,339,367,380 90.76%	\$1,475,740,801 100.00%
Total Number of Contracts Percent of Contracts	10 0.96%	35 3.35%	0 0.00%	0 0.00%	0 0.00%	204 19.54%	249 23.85%	795 76.15%	1,044 100.00%
Individual Firms Utilized Percent of Firms	1 0.60%	4 2.40%	0 0.00%	0 0.00%	0 0.00%	22 13.17%	27 16.17%	140 83.83%	167 100.00%

Source: Montana Department of Transportation for the period of October 1, 1999 through September 30, 2006.

**Exhibit 5-4
Professional Services
Prime Contractor Utilization
Montana Department of Transportation
Fiscal Years 2000 - 2006**

	Black Americans	Native Americans	Asian Pacific Americans	Asian Subcontinent Americans	Hispanic Americans	Women	Total DBEs	Non-DBEs	TOTALS
Total Prime Contractor Dollars Percent of Dollars	\$0 0.00%	\$363,587 0.31%	\$0 0.00%	\$0 0.00%	\$0 0.00%	\$12,431,631 10.66%	\$12,795,218 10.97%	\$103,795,075 89.03%	\$116,590,293 100.00%
Total Number of Contracts Percent of Contracts	0 0.00%	3 0.72%	0 0.00%	0 0.00%	0 0.00%	63 15.18%	66 15.90%	349 84.10%	415 100.00%
Individual Firms Utilized Percent of Firms	0 0.00%	1 1.32%	0 0.00%	0 0.00%	0 0.00%	9 11.84%	10 13.16%	66 86.84%	76 100.00%

Source: Montana Department of Transportation for the period of October 1, 1999 through September 30, 2006.

5.3.2 Professional Services

The utilization analysis of prime contractors for Professional Services provided to the MDT is shown in Exhibit 5-4. Professional Services accounts for 7.32 percent of the total federal dollars awarded by the MDT. During the seven year study period, DBEs received \$12.7 million or 10.97 percent of the total federal prime contracting dollars expended by the MDT for Professional Services. The most utilized DBEs were Women, receiving \$12.4 million or 10.66 percent of the federal dollars expended by the MDT for Professional Services. Black Americans, Asian Pacific Americans, Asian Subcontinent Americans and Hispanic Americans did not receive any of the federal prime contracting dollars expended by the MDT for Professional Services.

5.4 Subcontractor Utilization Analysis

Subcontractor utilization data were provided by MDT in both electronic and hardcopy format. From the data provided, the Wilson Group conducted the subcontractor utilization analyses of all federally funded subcontracts awarded by prime contractors during the study period.

The overall subcontractor utilization information presented in Exhibit 5-5 shows that DBEs received \$173.7 million in subcontracts with the MDT, which accounts for 10.91 percent of the total amount of federally funded contracts awarded. The most utilized DBEs were owned by Women, receiving \$124.3 million or 7.81 percent, followed by firms owned by Native Americans receiving \$45.6 million or 2.86 percent of the total federal subcontracting dollars spent within the study period. Asian Subcontinent Americans did not receive any subcontracting federal dollars spent within the seven year study period.

5.4.1 Construction

The utilization analysis of subcontractors for Construction projects is shown in Exhibit 5-6. During the seven year study period, DBEs were awarded over \$172.8 million or 11.71 percent of the total federal subcontracting dollars expended by the MDT for Construction projects. Overall, the total amount expended for Construction projects was \$1.47 billion. The DBEs most utilized as subcontractors were owned by Women, receiving \$123.6 million or 8.38 percent, followed by Native Americans, receiving over \$45.5 million or 3.09 percent of the total federal funds expended for Construction subcontracts.

Exhibit 5-5
Business Categories Combined
DBE Subcontractor Utilization
Montana Department of Transportation
Fiscal Years 2000 - 2006

	Black Americans	Native Americans	Asian Pacific Americans	Asian Subcontinent Americans	Hispanic Americans	Women	DBE Totals
DBE Subcontract Dollars	\$2,616,979	\$45,606,068	\$49,047	\$0	\$1,056,661	\$124,399,517	\$173,728,273
Percent of DBE Subcontract Dollars	1.51%	26.25%	0.03%	0.00%	0.61%	71.61%	100%
Percent of Total Contract Dollars	0.16%	2.86%	0.00%	0.00%	0.07%	7.81%	10.91%
SubContracts Total	56	301	1	0	23	1,102	1,483
Percent of Contracts	3.78%	20.30%	0.07%	0.00%	1.55%	74.31%	100%
Individual Firms Utilized	3	15	1	0	4	61	84
Percent of Firms	3.57%	17.86%	1.19%	0.00%	4.76%	72.62%	100%

Source: Montana Department of Transportation for the period of October 1, 1999 through September 30, 2006.

Exhibit 5-6
Construction
DBE Subcontractor Utilization
Montana Department of Transportation
Fiscal Years 2000 - 2006

	Black Americans	Native Americans	Asian Pacific Americans	Asian Subcontinent Americans	Hispanic Americans	Women	DBE Totals
DBE Subcontract Dollars	\$2,614,999	\$45,584,802	\$49,047	\$0	\$979,272	\$123,608,125	\$172,836,246
Percent of DBE Subcontract Dollars	1.51%	26.37%	0.03%	0.00%	0.57%	71.52%	100%
Percent of Total Contract Dollars	0.18%	3.09%	0.00%	0.00%	0.07%	8.38%	11.71%
SubContracts Total	55	298	1	0	17	1,042	1,413
Percent of Contracts	3.89%	21.09%	0.07%	0.00%	1.20%	73.74%	100%
Individual Firms Utilized	2	12	1	0	2	45	62
Percent of Firms	3.23%	19.35%	1.61%	0.00%	3.23%	72.58%	100%

Source: Montana Department of Transportation for the period of October 1, 1999 through September 30, 2006.

5.4.2 Professional Services

The utilization analysis of subcontractors for Professional Services is shown in Exhibit 5-7. During the study period DBEs were awarded \$892,027 or 6.85 percent of the total federal subcontracting dollars expended for Professional Services. The DBEs most utilized as subcontractors were owned by Women receiving \$791,392 or 0.68 percent of the total federal funds expended for Professional Services. However, Asian Pacific Americans and Asian Subcontinent Americans did not receive any of the federal subcontracting dollars spent for Professional Services.

5.5 MDT Goal Analyses

The Wilson Group conducted a goal analysis of contracts awarded by the MDT. The overall results of this analysis for all business categories combined shows that of the 1459 contracts awarded, 100 or 6.85 percent of the contracts were assigned a DBE goal and 1359 or 93.15 percent of the contracts did not have a DBE goal assigned. Contracts awarded with an assigned DBE goal totaled over \$472 million or 29.7 percent of the total federal dollars expended. Of this amount, DBEs received \$55.9 million or 11.85 percent of the contracts awarded with assigned goals or 3.52 percent of the total federal dollars expended on projects by the MDT. The total amount of federally funded contracts awarded that did not have an assigned DBE goal was over \$1.1 billion or 70.34 percent of the total federal dollars expended. Of this amount, DBEs received \$117.7 million or 10.51 percent of the contracts awarded that did not have an assigned goal or 7.39 percent of the total federal dollars expended on projects by the MDT.

Exhibit 5-8 shows that during the seven year study period the MDT projected a DBE goal of all business categories combined of approximately \$16.0 million or 1.01 percent of the total contract dollars awarded. The achieved contract goal amount was over \$173 million or 10.91 percent of the total federal dollars expended on projects. The following is a summary by fiscal year of the projected and achieved DBE goals for all projects awarded by the MDT.

Fiscal Year	Total Contract Dollars	Contract Goal Amount	Contract Goal %	Achieved Contract Goal Amount	Achieved Goal %
2000	\$ 199,875,019	\$ 11,686	0.01%	\$ 16,308,602	8.16%
2001	\$ 245,306,712	\$ 2,186,808	0.89%	\$ 29,974,313	12.22%
2002	\$ 217,129,216	\$ 3,288,542	1.51%	\$ 21,784,332	10.03%
2003	\$ 235,293,250	\$ 3,147,432	1.34%	\$ 28,135,463	11.96%
2004	\$ 212,266,609	\$ 1,982,438	0.93%	\$ 22,234,171	10.47%
2005	\$ 230,273,054	\$ 4,686,141	2.04%	\$ 24,467,247	10.63%
2006	\$ 252,187,234	\$ 789,136	0.44%	\$ 30,824,145	12.22%
Totals	\$1,592,331,094	\$16,092,183	1.01%	\$173,728,273	10.91%

Exhibit 5-7
Professional Services
DBE Subcontractor Utilization
Montana Department of Transportation
Fiscal Years 2000 - 2006

	Black Americans	Native Americans	Asian Pacific Americans	Asian Subcontinent Americans	Hispanic Americans	Women	DBE Totals
DBE Subcontract Dollars	\$1,980	\$21,266	\$0	\$0	\$77,389	\$791,392	\$892,027
Percent of DBE Subcontract Dollars	0.22%	2.38%	0.00%	0.00%	8.68%	88.72%	100%
Percent of Total Contract Dollars	0.00%	0.02%	0.00%	0.00%	0.07%	0.68%	0.77%
SubContracts Total	1	3	0	0	6	60	70
Percent of Contracts	1.43%	4.29%	0.00%	0.00%	8.57%	85.71%	100%
Individual Firms Utilized	1	3	0	0	2	19	25
Percent of Firms	4.00%	12.00%	0.00%	0.00%	8.00%	76.00%	100%

Source: Montana Department of Transportation for the period of October 1, 1999 through September 30, 2006.

Exhibit 5-8
Business Categories Combined
Fiscal Years 2000-2006
Project Goal Utilization Analysis-ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2000								
2000	10663	\$706,184.00	\$0.00	0.00%	\$11,151.00	1.58%	\$11,151.00	1.58%
2000	10665	\$73,303.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	10745	\$648,971.75	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	10746	\$348,072.51	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	10748	\$487,155.78	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	10749	\$2,855,883.42	\$0.00	0.00%	\$311,250.23	10.90%	\$311,250.23	10.90%
2000	10750	\$4,617,267.91	\$0.00	0.00%	\$298,813.67	6.47%	\$298,813.67	6.47%
2000	10753	\$1,248,556.05	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	10754	\$1,582,675.84	\$0.00	0.00%	\$141,102.60	8.92%	\$141,102.60	8.92%
2000	10755	\$7,084,784.14	\$0.00	0.00%	\$537,418.66	7.59%	\$537,418.66	7.59%
2000	10761	\$2,121,212.12	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	10762	\$2,535,897.29	\$0.00	0.00%	\$184,785.79	7.29%	\$184,785.79	7.29%
2000	10783	\$246,400.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	10784	\$387,727.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	10785	\$217,144.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	10906	\$761,223.00	\$0.00	0.00%	\$21,499.00	2.82%	\$21,499.00	2.82%
2000	10909	\$584,289.00	\$11,685.78	2.00%	\$48,833.00	8.36%	\$37,147.22	6.36%
2000	10911	\$110,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	10912	\$65,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12100	\$95,725.09	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12101	\$26,095.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12103	\$91,188.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12104	\$26,470.60	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12106	\$216,363.97	\$0.00	0.00%	\$1,900.00	0.88%	\$1,900.00	0.88%
2000	12107	\$104,578.21	\$0.00	0.00%	\$3,138.00	3.00%	\$3,138.00	3.00%
2000	12108	\$19,293.32	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12109	\$1,850.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12110	\$31,817.50	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12111	\$49,459.81	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12113	\$768,792.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12114	\$58,801.68	\$0.00	0.00%	\$588.02	1.00%	\$588.02	1.00%
2000	12115	\$12,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12116	\$79,590.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12117	\$336,955.75	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12118	\$66,950.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12121	\$159,898.05	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12122	\$312,045.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12124	\$69,975.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12125	\$29,857.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12126	\$14,926.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12227	\$65,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12250	\$65,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12258	\$65,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12264	\$350,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12266	\$19,300.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12267	\$120,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12268	\$239,994.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12272	\$65,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12280	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12281	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12296	\$120,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12310	\$65,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12319	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%

Exhibit 5-8 (Continued)
Business Categories Combined
Fiscal Years 2000-2006
Project Goal Utilization Analysis-ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2000								
2000	12320	\$225,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12321	\$105,386.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12322	\$150,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12334	\$44,568.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12335	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12347	\$170,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12356	\$691,036.00	\$0.00	0.00%	\$109,764.56	15.88%	\$109,764.56	15.88%
2000	12397	\$207,616.00	\$0.00	0.00%	\$5,186.25	2.50%	\$5,186.25	2.50%
2000	12399	\$448,661.00	\$0.00	0.00%	\$18,127.12	4.04%	\$18,127.12	4.04%
2000	12416	\$150,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12442	\$527,536.00	\$0.00	0.00%	\$8,011.09	1.52%	\$8,011.09	1.52%
2000	12493	\$120,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12541	\$72,532.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12622	\$2,381,609.30	\$0.00	0.00%	\$135,150.94	5.67%	\$135,150.94	5.67%
2000	12629	\$408,006.48	\$0.00	0.00%	\$42,030.70	10.30%	\$42,030.70	10.30%
2000	12635	\$15,566.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12636	\$11,600.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12637	\$74,429.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12638	\$57,316.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12639	\$15,980.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12640	\$76,427.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12641	\$77,765.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12642	\$28,809.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12643	\$76,818.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12645	\$35,531.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12646	\$55,089.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	13092	\$150,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	13093	\$65,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	13095	\$65,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	13458	\$350,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	14153	\$6,171,378.67	\$0.00	0.00%	\$1,775,051.18	28.76%	\$1,775,051.18	28.76%
2000	14159	\$3,145,343.10	\$0.00	0.00%	\$439,686.09	13.98%	\$439,686.09	13.98%
2000	14170	\$1,558,795.55	\$0.00	0.00%	\$219,811.23	14.10%	\$219,811.23	14.10%
2000	14194	\$1,426,028.03	\$0.00	0.00%	\$42,958.04	3.01%	\$42,958.04	3.01%
2000	14202	\$1,673,064.46	\$0.00	0.00%	\$21,480.04	1.28%	\$21,480.04	1.28%
2000	14212	\$62,115.25	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	14217	\$173,675.00	\$0.00	0.00%	\$17,800.00	10.25%	\$17,800.00	10.25%
2000	14224	\$1,248,556.05	\$0.00	0.00%	\$152,793.80	12.24%	\$152,793.80	12.24%
2000	14229	\$224,046.63	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	14243	\$512,220.40	\$0.00	0.00%	\$37,697.30	7.36%	\$37,697.30	7.36%
2000	14247	\$52,704.33	\$0.00	0.00%	\$11,885.40	22.55%	\$11,885.40	22.55%
2000	14254	\$5,713,400.93	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	14257	\$1,092,153.75	\$0.00	0.00%	\$61,978.24	5.67%	\$61,978.24	5.67%
2000	14266	\$448,846.44	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	14268	\$1,264,433.15	\$0.00	0.00%	\$152,795.33	12.08%	\$152,795.33	12.08%
2000	14288	\$2,624,902.52	\$0.00	0.00%	\$33,767.87	1.29%	\$33,767.87	1.29%
2000	14293	\$624,361.02	\$0.00	0.00%	\$45,204.57	7.24%	\$45,204.57	7.24%
2000	14323	\$182,483.00	\$0.00	0.00%	\$45,400.90	24.88%	\$45,400.90	24.88%
2000	14330	\$3,243,283.29	\$0.00	0.00%	\$735,911.41	22.69%	\$735,911.41	22.69%
2000	14337	\$4,840,000.99	\$0.00	0.00%	\$184,324.48	3.81%	\$184,324.48	3.81%
2000	14348	\$173,737.50	\$0.00	0.00%	\$51,758.92	29.79%	\$51,758.92	29.79%
2000	14351	\$300,275.00	\$0.00	0.00%	\$10,538.00	3.51%	\$10,538.00	3.51%
2000	14357	\$541,581.70	\$0.00	0.00%	\$72,444.35	13.38%	\$72,444.35	13.38%

Exhibit 5-8 (Continued)
Business Categories Combined
Fiscal Years 2000-2006
Project Goal Utilization Analysis-ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2000								
2000	14363	\$217,542.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	14369	\$579,413.16	\$0.00	0.00%	\$91,317.90	15.76%	\$91,317.90	15.76%
2000	14370	\$147,217.05	\$0.00	0.00%	\$6,343.00	4.31%	\$6,343.00	4.31%
2000	14376	\$11,306,051.05	\$0.00	0.00%	\$1,678,802.41	14.85%	\$1,678,802.41	14.85%
2000	14382	\$976,726.60	\$0.00	0.00%	\$18,530.16	1.90%	\$18,530.16	1.90%
2000	14383	\$67,219.85	\$0.00	0.00%	\$11,357.72	16.90%	\$11,357.72	16.90%
2000	14387	\$1,419,850.73	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	14395	\$1,249,585.30	\$0.00	0.00%	\$39,564.66	3.17%	\$39,564.66	3.17%
2000	14400	\$461,212.80	\$0.00	0.00%	\$73,265.40	15.89%	\$73,265.40	15.89%
2000	14426	\$70,607.10	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	14430	\$2,174,378.61	\$0.00	0.00%	\$270,224.16	12.43%	\$270,224.16	12.43%
2000	14435	\$3,122,719.13	\$0.00	0.00%	\$245,923.53	7.88%	\$245,923.53	7.88%
2000	14439	\$1,348,187.66	\$0.00	0.00%	\$308,974.49	22.92%	\$308,974.49	22.92%
2000	14444	\$8,891,442.77	\$0.00	0.00%	\$878,475.08	9.88%	\$878,475.08	9.88%
2000	14449	\$462,392.10	\$0.00	0.00%	\$91,286.04	19.74%	\$91,286.04	19.74%
2000	14459	\$1,664,141.10	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	14464	\$5,321,021.13	\$0.00	0.00%	\$857,043.40	16.11%	\$857,043.40	16.11%
2000	14465	\$2,417,850.17	\$0.00	0.00%	\$125,446.49	5.19%	\$125,446.49	5.19%
2000	14471	\$2,535,897.29	\$0.00	0.00%	\$795,027.67	31.35%	\$795,027.67	31.35%
2000	14477	\$1,582,675.84	\$0.00	0.00%	\$141,102.60	8.92%	\$141,102.60	8.92%
2000	14481	\$2,496,764.20	\$0.00	0.00%	\$137,774.10	5.52%	\$137,774.10	5.52%
2000	14492	\$1,508,781.95	\$0.00	0.00%	\$226,918.30	15.04%	\$226,918.30	15.04%
2000	14510	\$1,062,068.30	\$0.00	0.00%	\$42,607.12	4.01%	\$42,607.12	4.01%
2000	14520	\$365,630.26	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	14527	\$6,078,234.65	\$0.00	0.00%	\$151,235.16	2.49%	\$151,235.16	2.49%
2000	14532	\$4,655,180.11	\$0.00	0.00%	\$54,520.00	1.17%	\$54,520.00	1.17%
2000	14542	\$1,234,691.00	\$0.00	0.00%	\$104,743.34	8.48%	\$104,743.34	8.48%
2000	14569	\$328,622.24	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	14579	\$2,582,575.36	\$0.00	0.00%	\$269,533.20	10.44%	\$269,533.20	10.44%
2000	14584	\$411,571.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	14599	\$977,391.80	\$0.00	0.00%	\$21,762.45	2.23%	\$21,762.45	2.23%
2000	14600	\$7,084,784.14	\$0.00	0.00%	\$630,495.27	8.90%	\$630,495.27	8.90%
2000	14615	\$7,017,632.35	\$0.00	0.00%	\$400,771.15	5.71%	\$400,771.15	5.71%
2000	14617	\$4,171,266.88	\$0.00	0.00%	\$524,693.71	12.58%	\$524,693.71	12.58%
2000	14636	\$2,693,265.24	\$0.00	0.00%	\$96,727.56	3.59%	\$96,727.56	3.59%
2000	14637	\$1,570,313.30	\$0.00	0.00%	\$134,003.50	8.53%	\$134,003.50	8.53%
2000	14640	\$11,889.60	\$0.00	0.00%	\$5,761.50	48.46%	\$5,761.50	48.46%
2000	14644	\$2,270,871.72	\$0.00	0.00%	\$25,761.50	1.13%	\$25,761.50	1.13%
2000	14645	\$648,971.75	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	14650	\$3,266,693.80	\$0.00	0.00%	\$258,434.70	7.91%	\$258,434.70	7.91%
2000	14655	\$2,121,212.12	\$0.00	0.00%	\$60,652.00	2.86%	\$60,652.00	2.86%
2000	14665	\$68,923.74	\$0.00	0.00%	\$3,719.00	5.40%	\$3,719.00	5.40%
2000	14669	\$823,781.62	\$0.00	0.00%	\$29,696.44	3.60%	\$29,696.44	3.60%
2000	14694	\$1,848,513.37	\$0.00	0.00%	\$34,076.33	1.84%	\$34,076.33	1.84%
2000	14695	\$63,499.81	\$0.00	0.00%	\$7,010.70	11.04%	\$7,010.70	11.04%
2000	14699	\$348,072.51	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	14728	\$402,625.08	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	14788	\$1,149,997.65	\$0.00	0.00%	\$194,457.55	16.91%	\$194,457.55	16.91%
2000	14790	\$2,548,462.73	\$0.00	0.00%	\$175,898.48	6.90%	\$175,898.48	6.90%
2000	14805	\$67,362.75	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	14819	\$363,359.18	\$0.00	0.00%	\$118,065.10	32.49%	\$118,065.10	32.49%
2000	14822	\$708,178.03	\$0.00	0.00%	\$236,099.54	33.34%	\$236,099.54	33.34%
2000	14834	\$7,022,656.75	\$0.00	0.00%	\$434,002.54	6.18%	\$434,002.54	6.18%

Exhibit 5-8 (Continued)
Business Categories Combined
Fiscal Years 2000-2006
Project Goal Utilization Analysis-ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2000								
2000	14885	\$35,166.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	14886	\$36,247.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	14887	\$84,500.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	14888	\$38,450.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	14889	\$46,732.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	14890	\$95,465.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	14891	\$15,300.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	14892	\$21,921.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	14893	\$21,347.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	14894	\$17,596.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	15306	\$748,662.29	\$0.00	0.00%	\$111,812.54	14.93%	\$111,812.54	14.93%
2000	15314	\$801,973.06	\$0.00	0.00%	\$117,977.88	14.71%	\$117,977.88	14.71%
2000	15317	\$196,542.50	\$0.00	0.00%	\$11,668.36	5.94%	\$11,668.36	5.94%
2000	15335	\$282,102.50	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	15344	\$394,060.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	15346	\$272,107.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	15348	\$333,220.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	15351	\$500,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	15355	\$448,325.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	15356	\$252,873.24	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	15363	\$199,220.00	\$0.00	0.00%	\$63,000.00	31.62%	\$63,000.00	31.62%
2000	15373	\$5,234,262.15	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	15415	\$160,843.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	15492	\$40,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	15494	\$21,375.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	15518	\$83,333.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	15631	\$84,600.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	15659	\$40,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	15660	\$90,479.08	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	15699	\$5,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
		\$199,875,019	\$11,686	0.01%	\$16,308,602	8.16%	\$16,296,916	8.15%
2001								
2001	10670	\$53,462.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	10674	\$205,242.00	\$0.00	0.00%	\$7,478.02	3.64%	\$7,478.02	3.64%
2001	10677	\$405,813.00	\$0.00	0.00%	\$58,689.13	14.46%	\$58,689.13	14.46%
2001	10678	\$350,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	10680	\$974,908.00	\$0.00	0.00%	\$17,933.00	1.84%	\$17,933.00	1.84%
2001	10683	\$366,991.00	\$0.00	0.00%	\$26,440.05	7.20%	\$26,440.05	7.20%
2001	10684	\$686,476.00	\$0.00	0.00%	\$15,440.00	2.25%	\$15,440.00	2.25%
2001	10686	\$37,188.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	10690	\$360,193.00	\$0.00	0.00%	\$10,000.00	2.78%	\$10,000.00	2.78%
2001	10693	\$295,324.00	\$0.00	0.00%	\$8,800.00	2.98%	\$8,800.00	2.98%
2001	10694	\$180,331.00	\$0.00	0.00%	\$19,227.46	10.66%	\$19,227.46	10.66%
2001	10695	\$69,953.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	10696	\$1,573,995.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	10697	\$463,037.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	10817	\$10,642,286.75	\$0.00	0.00%	\$5,517,757.13	51.85%	\$5,517,757.13	51.85%
2001	10860	\$463,172.63	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	10863	\$3,153,678.10	\$315,367.81	10.00%	\$587,977.57	18.64%	\$272,609.76	8.64%
2001	11374	\$214,029.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	11375	\$294,625.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	11376	\$234,700.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	11395	\$5,843,595.00	\$321,397.73	5.50%	\$0.00	0.00%	(\$321,397.73)	-5.50%

Exhibit 5-8 (Continued)
Business Categories Combined
Fiscal Years 2000-2006
Project Goal Utilization Analysis-ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2001								
2001	12127	\$140,132.75	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12128	\$16,610.25	\$0.00	0.00%	\$900.00	5.42%	\$900.00	5.42%
2001	12129	\$46,903.60	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12130	\$76,920.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12131	\$122,249.50	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12132	\$119,775.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12133	\$216,476.50	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12134	\$9,985.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12136	\$83,428.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12137	\$53,541.10	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12138	\$103,019.56	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12139	\$779,801.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12140	\$580,293.24	\$0.00	0.00%	\$1,250.00	0.22%	\$1,250.00	0.22%
2001	12141	\$99,936.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12142	\$563,788.83	\$0.00	0.00%	\$20,000.00	3.55%	\$20,000.00	3.55%
2001	12143	\$58,987.85	\$0.00	0.00%	\$4,121.10	6.99%	\$4,121.10	6.99%
2001	12144	\$88,380.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12145	\$36,931.77	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12146	\$4,520.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12148	\$162,070.10	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12149	\$177,554.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12150	\$71,375.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12151	\$118,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12152	\$65,752.25	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12230	\$150,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12233	\$300,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12236	\$1,000,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12255	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12261	\$250,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12269	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12287	\$62,614.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12288	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12289	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12295	\$300,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12304	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12313	\$95,827.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12315	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12451	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12472	\$250,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12514	\$217,855.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12518	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12548	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12565	\$10,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12618	\$374,973.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12623	\$67,394.36	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12630	\$6,027,748.65	\$0.00	0.00%	\$343,024.89	5.69%	\$343,024.89	5.69%
2001	12631	\$177,858.53	\$0.00	0.00%	\$31,091.16	17.48%	\$31,091.16	17.48%
2001	13087	\$450,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	13222	\$600,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	13250	\$178,589.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	13264	\$798,539.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	13451	\$586,708.00	\$0.00	0.00%	\$31,860.32	5.43%	\$31,860.32	5.43%
2001	13479	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%

Exhibit 5-8 (Continued)
Business Categories Combined
Fiscal Years 2000-2006
Project Goal Utilization Analysis-ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2001								
2001	13524	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	13544	\$67,990.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	13643	\$299,288.00	\$0.00	0.00%	\$8,800.00	2.94%	\$8,800.00	2.94%
2001	13748	\$337,955.00	\$0.00	0.00%	\$2,513.17	0.74%	\$2,513.17	0.74%
2001	14154	\$3,273,863.55	\$163,693.18	5.00%	\$196,652.81	6.01%	\$32,959.63	1.01%
2001	14158	\$336,696.85	\$0.00	0.00%	\$30,966.20	9.20%	\$30,966.20	9.20%
2001	14160	\$213,639.00	\$2,136.39	1.00%	\$10,521.00	4.92%	\$8,384.61	3.92%
2001	14178	\$362,642.40	\$0.00	0.00%	\$20,502.40	5.65%	\$20,502.40	5.65%
2001	14190	\$348,225.00	\$24,375.75	7.00%	\$45,764.53	13.14%	\$21,388.78	6.14%
2001	14195	\$7,095,157.81	\$0.00	0.00%	\$3,382,035.79	47.67%	\$3,382,035.79	47.67%
2001	14203	\$1,765,771.78	\$0.00	0.00%	\$369,944.85	20.95%	\$369,944.85	20.95%
2001	14208	\$4,293,493.46	\$214,674.67	5.00%	\$348,875.58	8.13%	\$134,200.91	3.13%
2001	14213	\$2,137,276.20	\$0.00	0.00%	\$122,723.40	5.74%	\$122,723.40	5.74%
2001	14218	\$3,798,195.46	\$0.00	0.00%	\$155,147.70	4.08%	\$155,147.70	4.08%
2001	14225	\$5,243,251.21	\$0.00	0.00%	\$481,540.40	9.18%	\$481,540.40	9.18%
2001	14230	\$3,217,379.18	\$0.00	0.00%	\$374,175.35	11.63%	\$374,175.35	11.63%
2001	14231	\$2,691,176.35	\$0.00	0.00%	\$134,749.59	5.01%	\$134,749.59	5.01%
2001	14238	\$9,038,202.05	\$0.00	0.00%	\$222,656.25	2.46%	\$222,656.25	2.46%
2001	14244	\$871,751.20	\$0.00	0.00%	\$274,327.98	31.47%	\$274,327.98	31.47%
2001	14248	\$149,511.91	\$0.00	0.00%	\$9,191.00	6.15%	\$9,191.00	6.15%
2001	14251	\$122,620.10	\$0.00	0.00%	\$22,121.00	18.04%	\$22,121.00	18.04%
2001	14258	\$3,142,391.51	\$0.00	0.00%	\$1,020,856.58	32.49%	\$1,020,856.58	32.49%
2001	14269	\$837,948.12	\$0.00	0.00%	\$67,437.52	8.05%	\$67,437.52	8.05%
2001	14273	\$5,343,464.13	\$0.00	0.00%	\$336,729.16	6.30%	\$336,729.16	6.30%
2001	14274	\$356,356.85	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14280	\$1,486,070.90	\$0.00	0.00%	\$113,524.00	7.64%	\$113,524.00	7.64%
2001	14290	\$2,833,761.20	\$0.00	0.00%	\$65,981.74	2.33%	\$65,981.74	2.33%
2001	14298	\$6,485,033.71	\$0.00	0.00%	\$3,414,138.52	52.65%	\$3,414,138.52	52.65%
2001	14308	\$782,576.85	\$0.00	0.00%	\$316,356.91	40.43%	\$316,356.91	40.43%
2001	14313	\$6,409,592.00	\$0.00	0.00%	\$343,863.10	5.36%	\$343,863.10	5.36%
2001	14319	\$1,904,197.52	\$0.00	0.00%	\$127,244.64	6.68%	\$127,244.64	6.68%
2001	14331	\$163,720.10	\$0.00	0.00%	\$12,735.00	7.78%	\$12,735.00	7.78%
2001	14342	\$2,159,610.25	\$0.00	0.00%	\$199,371.99	9.23%	\$199,371.99	9.23%
2001	14349	\$4,929,743.00	\$123,243.58	2.50%	\$543,970.62	11.03%	\$420,727.05	8.53%
2001	14352	\$1,266,323.72	\$31,658.09	2.50%	\$49,593.91	3.92%	\$17,935.82	1.42%
2001	14358	\$3,786,455.20	\$18,932.28	0.50%	\$27,810.25	0.73%	\$8,877.97	0.23%
2001	14364	\$1,593,197.35	\$15,931.97	1.00%	\$228,251.44	14.33%	\$212,319.47	13.33%
2001	14371	\$818,783.58	\$40,939.18	5.00%	\$58,025.31	7.09%	\$17,086.13	2.09%
2001	14389	\$1,935,631.51	\$0.00	0.00%	\$244,938.84	12.65%	\$244,938.84	12.65%
2001	14396	\$2,855,014.29	\$0.00	0.00%	\$59,560.59	2.09%	\$59,560.59	2.09%
2001	14412	\$3,099,999.99	\$0.00	0.00%	\$515,151.53	16.62%	\$515,151.53	16.62%
2001	14431	\$3,222,322.07	\$161,116.10	5.00%	\$386,744.96	12.00%	\$225,628.86	7.00%
2001	14440	\$2,718,446.78	\$163,106.81	6.00%	\$392,281.13	14.43%	\$229,174.32	8.43%
2001	14445	\$25,275.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14453	\$2,909,949.80	\$0.00	0.00%	\$319,531.27	10.98%	\$319,531.27	10.98%
2001	14478	\$2,980,506.55	\$89,415.20	3.00%	\$276,899.00	9.29%	\$187,483.80	6.29%
2001	14482	\$600,557.93	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14488	\$289,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14506	\$1,236,836.60	\$24,736.73	2.00%	\$36,885.96	2.98%	\$12,149.23	0.98%
2001	14516	\$6,131,635.16	\$0.00	0.00%	\$913,458.78	14.90%	\$913,458.78	14.90%
2001	14522	\$3,614,321.10	\$0.00	0.00%	\$381,191.68	10.55%	\$381,191.68	10.55%
2001	14543	\$703,871.60	\$0.00	0.00%	\$83,610.32	11.88%	\$83,610.32	11.88%
2001	14548	\$2,252,774.83	\$157,694.24	7.00%	\$289,097.00	12.83%	\$131,402.76	5.83%

Exhibit 5-8 (Continued)
Business Categories Combined
Fiscal Years 2000-2006
Project Goal Utilization Analysis-ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2001								
2001	14549	\$32,035.05	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14553	\$548,016.69	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14556	\$315,450.10	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14563	\$115,682.60	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14566	\$8,831,903.05	\$0.00	0.00%	\$110,902.92	1.26%	\$110,902.92	1.26%
2001	14573	\$8,527,271.35	\$0.00	0.00%	\$576,247.12	6.76%	\$576,247.12	6.76%
2001	14610	\$1,952,930.00	\$48,823.25	2.50%	\$89,456.00	4.58%	\$40,632.75	2.08%
2001	14616	\$2,779,868.30	\$138,993.42	5.00%	\$134,337.30	4.83%	(\$4,656.12)	-0.17%
2001	14618	\$19,697.26	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14623	\$3,399,299.65	\$0.00	0.00%	\$467,000.96	13.74%	\$467,000.96	13.74%
2001	14626	\$345,707.19	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14630	\$1,749,409.23	\$0.00	0.00%	\$97,745.55	5.59%	\$97,745.55	5.59%
2001	14632	\$1,240,230.82	\$0.00	0.00%	\$263,870.16	21.28%	\$263,870.16	21.28%
2001	14641	\$1,588,107.47	\$0.00	0.00%	\$169,801.00	10.69%	\$169,801.00	10.69%
2001	14656	\$19,311.97	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14662	\$64,985.70	\$0.00	0.00%	\$3,716.10	5.72%	\$3,716.10	5.72%
2001	14666	\$1,672,569.45	\$0.00	0.00%	\$131,049.94	7.84%	\$131,049.94	7.84%
2001	14670	\$592,949.00	\$17,788.47	3.00%	\$53,550.00	9.03%	\$35,761.53	6.03%
2001	14677	\$3,225,039.44	\$0.00	0.00%	\$707,600.12	21.94%	\$707,600.12	21.94%
2001	14690	\$2,360,221.12	\$0.00	0.00%	\$570,343.27	24.16%	\$570,343.27	24.16%
2001	14696	\$1,674,455.61	\$0.00	0.00%	\$21,062.20	1.26%	\$21,062.20	1.26%
2001	14707	\$230,825.88	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14714	\$377,345.33	\$5,660.18	1.50%	\$33,023.43	8.75%	\$27,363.25	7.25%
2001	14719	\$855,650.52	\$0.00	0.00%	\$12,630.24	1.48%	\$12,630.24	1.48%
2001	14725	\$149,193.82	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14787	\$38,829.60	\$0.00	0.00%	\$13,518.35	34.81%	\$13,518.35	34.81%
2001	14798	\$289,933.50	\$0.00	0.00%	\$3,586.50	1.24%	\$3,586.50	1.24%
2001	14804	\$3,883,120.10	\$0.00	0.00%	\$253,949.67	6.54%	\$253,949.67	6.54%
2001	14811	\$463,172.63	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14815	\$376,354.70	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14821	\$678,566.50	\$0.00	0.00%	\$76,540.63	11.28%	\$76,540.63	11.28%
2001	14832	\$1,237,273.00	\$0.00	0.00%	\$35,716.40	2.89%	\$35,716.40	2.89%
2001	14837	\$2,837,364.08	\$0.00	0.00%	\$443,527.93	15.63%	\$443,527.93	15.63%
2001	14840	\$921,217.21	\$27,636.52	3.00%	\$101,518.00	11.02%	\$73,881.48	8.02%
2001	14849	\$7,682,909.91	\$0.00	0.00%	\$1,148,001.03	14.94%	\$1,148,001.03	14.94%
2001	14854	\$7,480.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14860	\$14,499.05	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14863	\$222,979.30	\$0.00	0.00%	\$5,617.50	2.52%	\$5,617.50	2.52%
2001	14865	\$562,009.66	\$0.00	0.00%	\$16,668.00	2.97%	\$16,668.00	2.97%
2001	14869	\$794,861.25	\$79,486.13	10.00%	\$92,933.35	11.69%	\$13,447.23	1.69%
2001	14895	\$15,084.80	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14896	\$119,208.75	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14898	\$17,766.50	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14899	\$359,636.00	\$0.00	0.00%	\$29,950.00	8.33%	\$29,950.00	8.33%
2001	14900	\$156,600.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14901	\$24,400.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14902	\$28,800.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14903	\$91,400.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14904	\$91,172.90	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14906	\$107,316.39	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14909	\$82,191.04	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14910	\$46,667.50	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14913	\$70,601.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%

Exhibit 5-8 (Continued)
Business Categories Combined
Fiscal Years 2000-2006
Project Goal Utilization Analysis-ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2001								
2001	14914	\$337,494.94	\$0.00	0.00%	\$42,500.00	12.59%	\$42,500.00	12.59%
2001	14916	\$464,430.00	\$0.00	0.00%	\$14,980.55	3.23%	\$14,980.55	3.23%
2001	14917	\$627,379.74	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14918	\$410,607.70	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14919	\$476,120.54	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14920	\$1,288,527.83	\$0.00	0.00%	\$20,738.28	1.61%	\$20,738.28	1.61%
2001	14922	\$58,823.13	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14923	\$60,657.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14924	\$64,900.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14925	\$18,475.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14927	\$19,662.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14928	\$535,130.80	\$0.00	0.00%	\$47,193.00	8.82%	\$47,193.00	8.82%
2001	14929	\$59,711.72	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14930	\$24,027.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14931	\$32,911.29	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14932	\$45,099.82	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14933	\$37,100.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14934	\$59,264.22	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14935	\$37,609.40	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14936	\$31,297.75	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14937	\$28,697.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14938	\$33,381.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14939	\$18,960.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14943	\$13,299.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14944	\$156,340.80	\$0.00	0.00%	\$17,000.00	10.87%	\$17,000.00	10.87%
2001	14945	\$124,262.81	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14946	\$11,225.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14947	\$37,886.08	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14948	\$35,388.55	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14949	\$69,527.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14950	\$49,739.68	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14952	\$56,686.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14953	\$31,640.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	15297	\$2,739,747.73	\$0.00	0.00%	\$408,981.73	14.93%	\$408,981.73	14.93%
2001	15312	\$17,790.57	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	15336	\$365,801.50	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	15338	\$486,693.75	\$0.00	0.00%	\$9,650.00	1.98%	\$9,650.00	1.98%
2001	15342	\$229,950.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	15347	\$334,575.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	15349	\$538,850.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	15352	\$437,485.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	15411	\$228,602.00	\$0.00	0.00%	\$8,965.27	3.92%	\$8,965.27	3.92%
2001	15416	\$88,214.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	15417	\$45,936.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	15464	\$50,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	15498	\$68,830.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	15506	\$40,902.79	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	15507	\$16,979.58	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	15508	\$24,286.76	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	15509	\$10,958.67	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	15511	\$21,896.53	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	15512	\$7,898.29	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	15526	\$300,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%

Exhibit 5-8 (Continued)
Business Categories Combined
Fiscal Years 2000-2006
Project Goal Utilization Analysis-ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2001								
2001	15527	\$150,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	15555	\$410,864.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	15579	\$74,987.50	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	15580	\$334,575.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	15620	\$1,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	15628	\$6,060.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	15678	\$25,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
		\$245,306,712	\$2,186,808	0.89%	\$29,974,313	12.22%	\$27,787,505	11.33%
2002								
2002	10701	\$349,629.00	\$0.00	0.00%	\$17,623.88	5.04%	\$17,623.88	5.04%
2002	10704	\$1,251,948.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	10706	\$1,086,208.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	10708	\$999,153.00	\$0.00	0.00%	\$37,121.65	3.72%	\$37,121.65	3.72%
2002	10710	\$700,315.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	10711	\$2,426,156.00	\$0.00	0.00%	\$30,167.00	1.24%	\$30,167.00	1.24%
2002	10712	\$1,265,145.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	10713	\$75,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	10715	\$1,316,800.00	\$0.00	0.00%	\$16,288.72	1.24%	\$16,288.72	1.24%
2002	11402	\$180,481.55	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	11416	\$536,689.28	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	11428	\$2,797,999.00	\$0.00	0.00%	\$59,001.50	2.11%	\$59,001.50	2.11%
2002	11440	\$5,981,696.53	\$0.00	0.00%	\$504,557.46	8.44%	\$504,557.46	8.44%
2002	11442	\$1,360,183.92	\$0.00	0.00%	\$134,501.25	9.89%	\$134,501.25	9.89%
2002	11468	\$452,642.10	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	11469	\$323,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	11498	\$4,003,627.27	\$0.00	0.00%	\$57,572.36	1.44%	\$57,572.36	1.44%
2002	12256	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12270	\$59,051.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12273	\$50,006.00	\$0.00	0.00%	\$5,775.00	11.55%	\$5,775.00	11.55%
2002	12316	\$51,687.00	\$0.00	0.00%	\$5,595.50	10.83%	\$5,595.50	10.83%
2002	12324	\$71,218.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12325	\$80,396.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12326	\$65,021.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12327	\$96,898.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12337	\$51,759.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12349	\$75,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12398	\$1,265,145.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12405	\$75,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12434	\$75,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12444	\$192,777.00	\$0.00	0.00%	\$3,920.43	2.03%	\$3,920.43	2.03%
2002	12452	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12473	\$351,035.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12476	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12486	\$75,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12499	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12519	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12534	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12549	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12554	\$1,344,964.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12624	\$1,687,791.13	\$0.00	0.00%	\$79,994.80	4.74%	\$79,994.80	4.74%
2002	12632	\$1,927,582.65	\$0.00	0.00%	\$235,671.68	12.23%	\$235,671.68	12.23%
2002	12718	\$28,276.80	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12719	\$546,096.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%

Exhibit 5-8 (Continued)
Business Categories Combined
Fiscal Years 2000-2006
Project Goal Utilization Analysis-ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2002								
2002	12720	\$155,355.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12721	\$74,045.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12722	\$23,324.50	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12723	\$49,968.76	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12724	\$141,872.70	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12725	\$127,429.29	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12726	\$16,488.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12727	\$99,075.51	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12728	\$56,623.32	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12729	\$594,352.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12730	\$70,228.74	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12731	\$36,309.60	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	13200	\$75,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	13208	\$75,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	13225	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	13354	\$239,923.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	13362	\$423,337.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	13418	\$493,164.05	\$0.00	0.00%	\$8,656.78	1.76%	\$8,656.78	1.76%
2002	13515	\$103,602.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	13517	\$1,748,470.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	13681	\$3,100,864.00	\$0.00	0.00%	\$41,032.36	1.32%	\$41,032.36	1.32%
2002	13705	\$733,296.00	\$0.00	0.00%	\$65,271.82	8.90%	\$65,271.82	8.90%
2002	13721	\$1,477,891.00	\$29,557.82	2.00%	\$11,466.00	0.78%	(\$18,091.82)	-1.22%
2002	13733	\$1,082,120.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	14121	\$15,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	14155	\$5,165,344.40	\$0.00	0.00%	\$302,761.44	5.86%	\$302,761.44	5.86%
2002	14161	\$672,462.20	\$0.00	0.00%	\$103,986.97	15.46%	\$103,986.97	15.46%
2002	14165	\$3,788,162.47	\$378,816.25	10.00%	\$470,984.00	12.43%	\$92,167.75	2.43%
2002	14171	\$1,132,245.20	\$0.00	0.00%	\$224,218.80	19.80%	\$224,218.80	19.80%
2002	14185	\$9,073,542.63	\$317,573.99	3.50%	\$1,038,052.92	11.44%	\$720,478.93	7.94%
2002	14191	\$158,158.50	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	14192	\$24,444.72	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	14197	\$11,751,483.71	\$470,059.35	4.00%	\$624,722.23	5.32%	\$154,662.88	1.32%
2002	14226	\$3,680,204.78	\$0.00	0.00%	\$602,328.34	16.37%	\$602,328.34	16.37%
2002	14232	\$978,959.98	\$0.00	0.00%	\$44,058.00	4.50%	\$44,058.00	4.50%
2002	14239	\$671,353.80	\$0.00	0.00%	\$30,676.68	4.57%	\$30,676.68	4.57%
2002	14245	\$1,709,133.75	\$85,456.69	5.00%	\$242,907.98	14.21%	\$157,451.29	9.21%
2002	14255	\$37,540.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	14256	\$81,131.85	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	14264	\$1,309,071.00	\$0.00	0.00%	\$95,856.70	7.32%	\$95,856.70	7.32%
2002	14267	\$307,216.08	\$0.00	0.00%	\$8,149.35	2.65%	\$8,149.35	2.65%
2002	14270	\$1,062,712.20	\$0.00	0.00%	\$322,971.25	30.39%	\$322,971.25	30.39%
2002	14275	\$768,551.70	\$0.00	0.00%	\$45,542.30	5.93%	\$45,542.30	5.93%
2002	14283	\$1,061,094.49	\$0.00	0.00%	\$3,368.85	0.32%	\$3,368.85	0.32%
2002	14315	\$998,351.23	\$0.00	0.00%	\$115,351.62	11.55%	\$115,351.62	11.55%
2002	14326	\$567,375.95	\$0.00	0.00%	\$144,656.71	25.50%	\$144,656.71	25.50%
2002	14338	\$434,434.00	\$0.00	0.00%	\$138,559.00	31.89%	\$138,559.00	31.89%
2002	14343	\$3,975,011.53	\$0.00	0.00%	\$55,027.58	1.38%	\$55,027.58	1.38%
2002	14353	\$8,088,006.45	\$0.00	0.00%	\$2,257,982.78	27.92%	\$2,257,982.78	27.92%
2002	14372	\$966,215.25	\$28,986.46	3.00%	\$0.00	0.00%	(\$28,986.46)	-3.00%
2002	14377	\$4,064,873.88	\$203,243.69	5.00%	\$1,194,239.95	29.38%	\$990,996.26	24.38%
2002	14378	\$547,392.50	\$0.00	0.00%	\$3,692.75	0.67%	\$3,692.75	0.67%
2002	14413	\$907,773.55	\$0.00	0.00%	\$98,801.80	10.88%	\$98,801.80	10.88%

Exhibit 5-8 (Continued)
Business Categories Combined
Fiscal Years 2000-2006
Project Goal Utilization Analysis-ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2002								
2002	14418	\$182,102.10	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	14422	\$85,871.47	\$0.00	0.00%	\$80,239.00	93.44%	\$80,239.00	93.44%
2002	14436	\$881,874.22	\$44,093.71	5.00%	\$229,344.70	26.01%	\$185,250.99	21.01%
2002	14437	\$399,379.00	\$13,978.27	3.50%	\$32,181.67	8.06%	\$18,203.41	4.56%
2002	14441	\$1,863,412.48	\$18,634.12	1.00%	\$53,725.20	2.88%	\$35,091.08	1.88%
2002	14467	\$442,247.31	\$0.00	0.00%	\$31,127.72	7.04%	\$31,127.72	7.04%
2002	14472	\$293,309.20	\$0.00	0.00%	\$69,887.00	23.83%	\$69,887.00	23.83%
2002	14483	\$97,565.00	\$0.00	0.00%	\$7,934.00	8.13%	\$7,934.00	8.13%
2002	14507	\$532,279.39	\$74,519.11	14.00%	\$76,592.50	14.39%	\$2,073.39	0.39%
2002	14511	\$6,597,489.70	\$0.00	0.00%	\$417,556.59	6.33%	\$417,556.59	6.33%
2002	14523	\$4,678,082.80	\$374,246.62	8.00%	\$595,802.57	12.74%	\$221,555.95	4.74%
2002	14533	\$598,191.70	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	14538	\$2,326,680.79	\$0.00	0.00%	\$456,208.79	19.61%	\$456,208.79	19.61%
2002	14544	\$1,769,836.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	14558	\$1,027,040.50	\$0.00	0.00%	\$259,201.74	25.24%	\$259,201.74	25.24%
2002	14564	\$1,199,336.36	\$35,980.09	3.00%	\$64,452.69	5.37%	\$28,472.60	2.37%
2002	14567	\$656,349.10	\$0.00	0.00%	\$57,247.12	8.72%	\$57,247.12	8.72%
2002	14574	\$3,761,168.04	\$150,446.72	4.00%	\$517,670.18	13.76%	\$367,223.46	9.76%
2002	14585	\$209,040.20	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	14601	\$766,230.01	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	14606	\$1,648,429.40	\$0.00	0.00%	\$168,582.10	10.23%	\$168,582.10	10.23%
2002	14611	\$2,174,091.04	\$0.00	0.00%	\$190,694.45	8.77%	\$190,694.45	8.77%
2002	14627	\$479,149.80	\$14,374.49	3.00%	\$57,351.05	11.97%	\$42,976.56	8.97%
2002	14633	\$144,422.22	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	14642	\$270,839.09	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	14646	\$536,689.28	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	14651	\$696,137.64	\$0.00	0.00%	\$45,580.26	6.55%	\$45,580.26	6.55%
2002	14657	\$3,814,172.68	\$0.00	0.00%	\$556,665.98	14.59%	\$556,665.98	14.59%
2002	14663	\$3,346,378.56	\$0.00	0.00%	\$388,820.30	11.62%	\$388,820.30	11.62%
2002	14671	\$4,003,627.27	\$0.00	0.00%	\$133,539.52	3.34%	\$133,539.52	3.34%
2002	14673	\$4,178,086.04	\$250,685.16	6.00%	\$275,238.61	6.59%	\$24,553.45	0.59%
2002	14697	\$4,754,718.83	\$0.00	0.00%	\$456,288.10	9.60%	\$456,288.10	9.60%
2002	14700	\$728,692.90	\$0.00	0.00%	\$219,640.30	30.14%	\$219,640.30	30.14%
2002	14704	\$2,797,999.00	\$0.00	0.00%	\$59,001.50	2.11%	\$59,001.50	2.11%
2002	14709	\$5,981,696.53	\$0.00	0.00%	\$562,385.70	9.40%	\$562,385.70	9.40%
2002	14715	\$681,758.02	\$0.00	0.00%	\$41,846.52	6.14%	\$41,846.52	6.14%
2002	14716	\$1,263,320.80	\$0.00	0.00%	\$89,893.00	7.12%	\$89,893.00	7.12%
2002	14720	\$256,564.00	\$0.00	0.00%	\$70,009.42	27.29%	\$70,009.42	27.29%
2002	14727	\$1,232,464.20	\$61,623.21	5.00%	\$84,880.45	6.89%	\$23,257.24	1.89%
2002	14793	\$5,843,595.47	\$321,397.75	5.50%	\$518,259.78	8.87%	\$196,862.03	3.37%
2002	14794	\$1,373,103.70	\$0.00	0.00%	\$98,418.80	7.17%	\$98,418.80	7.17%
2002	14799	\$87,391.80	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	14802	\$222,734.80	\$0.00	0.00%	\$7,000.00	3.14%	\$7,000.00	3.14%
2002	14812	\$1,285,752.60	\$0.00	0.00%	\$347,357.00	27.02%	\$347,357.00	27.02%
2002	14818	\$1,290,517.88	\$103,241.43	8.00%	\$115,678.07	8.96%	\$12,436.64	0.96%
2002	14829	\$396,111.80	\$0.00	0.00%	\$34,816.80	8.79%	\$34,816.80	8.79%
2002	14833	\$5,690,493.89	\$170,714.82	3.00%	\$546,515.56	9.60%	\$375,800.74	6.60%
2002	14841	\$236,401.60	\$0.00	0.00%	\$65,174.00	27.57%	\$65,174.00	27.57%
2002	14845	\$491,987.75	\$0.00	0.00%	\$99,767.10	20.28%	\$99,767.10	20.28%
2002	14847	\$41,510.63	\$0.00	0.00%	\$9,250.00	22.28%	\$9,250.00	22.28%
2002	14857	\$238,368.53	\$0.00	0.00%	\$41,262.00	17.31%	\$41,262.00	17.31%
2002	14864	\$1,360,183.92	\$0.00	0.00%	\$134,501.09	9.89%	\$134,501.09	9.89%
2002	14870	\$3,367,789.75	\$0.00	0.00%	\$138,904.85	4.12%	\$138,904.85	4.12%

Exhibit 5-8 (Continued)
Business Categories Combined
Fiscal Years 2000-2006
Project Goal Utilization Analysis-ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2002								
2002	14875	\$4,697,074.40	\$140,912.23	3.00%	\$2,639,118.15	56.19%	\$2,498,205.92	53.19%
2002	14951	\$10,084.50	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	14954	\$27,670.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15031	\$10,540.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15033	\$7,977.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15034	\$72,607.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15035	\$21,200.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15036	\$802,231.50	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15037	\$40,865.12	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15040	\$3,421.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15041	\$5,600.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15042	\$94,825.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15043	\$55,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15044	\$19,549.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15112	\$102,760.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15113	\$11,469.33	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15115	\$2,475.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15116	\$99,626.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15118	\$35,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15119	\$8,700.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15120	\$52,458.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15121	\$16,754.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15122	\$57,287.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15124	\$32,895.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15125	\$681,693.70	\$0.00	0.00%	\$285,838.08	41.93%	\$285,838.08	41.93%
2002	15126	\$145,250.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15127	\$67,051.16	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15129	\$51,466.32	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15132	\$14,900.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15133	\$126,148.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15262	\$163,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15264	\$1,000,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15265	\$19,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15471	\$163,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15473	\$1,000,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15474	\$19,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15493	\$11,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15505	\$56,995.29	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15513	\$95,882.85	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15516	\$118,234.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15523	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15529	\$170,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15564	\$1,644,418.30	\$0.00	0.00%	\$133,758.52	8.13%	\$133,758.52	8.13%
2002	15565	\$521,831.00	\$0.00	0.00%	\$39,550.00	7.58%	\$39,550.00	7.58%
2002	15567	\$1,772,814.75	\$0.00	0.00%	\$180,118.25	10.16%	\$180,118.25	10.16%
2002	15568	\$285,120.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15569	\$185,755.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15570	\$1,292,186.70	\$0.00	0.00%	\$423,080.75	32.74%	\$423,080.75	32.74%
2002	15571	\$78,488.80	\$0.00	0.00%	\$13,457.80	17.15%	\$13,457.80	17.15%
2002	15572	\$83,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15573	\$299,230.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15574	\$389,425.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15575	\$499,917.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%

Exhibit 5-8 (Continued)
Business Categories Combined
Fiscal Years 2000-2006
Project Goal Utilization Analysis-ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2002								
2002	15576	\$153,718.75	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15577	\$268,370.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15578	\$279,475.00	\$0.00	0.00%	\$79,800.00	28.55%	\$79,800.00	28.55%
2002	15630	\$230,743.81	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
		\$217,129,216	\$3,288,542	1.51%	\$21,784,331.52	10.03%	\$18,495,790	8.52%
2003								
2003	10306	\$5,124,868.55	\$128,121.71	2.50%	\$486,108.51	9.49%	\$357,986.80	6.99%
2003	10650	\$1,342,264.43	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	10717	\$127,347.00	\$0.00	0.00%	\$184.00	0.14%	\$184.00	0.14%
2003	10718	\$155,398.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	10720	\$894,371.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	10985	\$8,322,645.75	\$166,452.92	2.00%	\$0.00	0.00%	(\$166,452.92)	-2.00%
2003	11268	\$2,966,207.40	\$118,648.30	4.00%	\$215,328.30	7.26%	\$96,680.00	3.26%
2003	11507	\$491,197.50	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	11514	\$12,542,542.68	\$250,850.85	2.00%	\$412,259.39	3.29%	\$161,408.54	1.29%
2003	11762	\$310,515.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12168	\$21,402.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12169	\$63,897.96	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12171	\$133,864.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12172	\$74,388.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12173	\$97,800.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12174	\$183,537.37	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12176	\$24,600.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12177	\$29,650.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12178	\$149,753.71	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12179	\$75,575.94	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12180	\$96,872.60	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12181	\$79,250.00	\$0.00	0.00%	\$1,110.00	1.40%	\$1,110.00	1.40%
2003	12231	\$50,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12257	\$82,257.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12317	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12338	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12344	\$500,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12348	\$148,338.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12394	\$500,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12404	\$500,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12414	\$350,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12424	\$250,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12426	\$500,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12427	\$350,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12445	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12455	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12461	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12462	\$500,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12463	\$300,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12464	\$94,121.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12474	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12475	\$500,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12500	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12501	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12503	\$50,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12504	\$26,280.45	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12515	\$800,547.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%

Exhibit 5-8 (Continued)
Business Categories Combined
Fiscal Years 2000-2006
Project Goal Utilization Analysis-ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2003								
2003	12516	\$299,998.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12528	\$50,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12529	\$225,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12535	\$150,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12536	\$500,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12537	\$894,371.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12569	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12577	\$197,621.00	\$0.00	0.00%	\$13,131.03	6.64%	\$13,131.03	6.64%
2003	12625	\$94,362.45	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12633	\$8,292,962.06	\$248,788.86	3.00%	\$3,813,251.83	45.98%	\$3,564,462.97	42.98%
2003	12732	\$91,784.24	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12733	\$68,571.10	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12734	\$57,700.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12735	\$44,820.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12736	\$26,650.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12737	\$53,173.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12738	\$33,444.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12739	\$18,682.70	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12740	\$32,410.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12741	\$290,864.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12742	\$1,024,882.00	\$0.00	0.00%	\$48,548.00	4.74%	\$48,548.00	4.74%
2003	12743	\$259,456.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12744	\$180,694.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12745	\$19,223.36	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12746	\$129,062.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12747	\$289,492.00	\$0.00	0.00%	\$25,950.00	8.96%	\$25,950.00	8.96%
2003	12749	\$22,185.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12750	\$30,999.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12751	\$213,350.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12752	\$183,751.56	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12753	\$165,956.46	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12754	\$231,916.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12755	\$359,544.50	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12756	\$688,039.10	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12757	\$350,577.67	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12758	\$262,484.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12759	\$370,134.79	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12760	\$312,072.03	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12761	\$532,813.66	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12762	\$73,425.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12763	\$68,048.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12764	\$73,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12765	\$98,288.40	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12766	\$40,832.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12767	\$75,067.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12768	\$420,341.20	\$0.00	0.00%	\$47,698.00	11.35%	\$47,698.00	11.35%
2003	12769	\$69,957.20	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12771	\$205,862.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12772	\$32,921.88	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12773	\$164,850.20	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12774	\$33,008.56	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12775	\$82,700.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12776	\$33,200.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%

Exhibit 5-8 (Continued)
Business Categories Combined
Fiscal Years 2000-2006
Project Goal Utilization Analysis-ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2003								
2003	12777	\$9,700.69	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12778	\$14,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12788	\$278,147.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12826	\$500,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12829	\$500,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12831	\$150,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12832	\$350,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12834	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12870	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12981	\$750,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	13230	\$7,486.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	13321	\$125,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	13415	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	13439	\$20,755.60	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	13461	\$62,505.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	13659	\$514,275.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	13668	\$288,262.00	\$0.00	0.00%	\$4,489.01	1.56%	\$4,489.01	1.56%
2003	13949	\$500,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	14146	\$9,760,512.57	\$195,210.25	2.00%	\$2,198,669.49	22.53%	\$2,003,459.24	20.53%
2003	14162	\$93,610.48	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	14166	\$353,989.00	\$17,699.45	5.00%	\$100,101.58	28.28%	\$82,402.13	23.28%
2003	14179	\$16,306,928.23	\$0.00	0.00%	\$9,108,273.61	55.86%	\$9,108,273.61	55.86%
2003	14180	\$512,548.90	\$0.00	0.00%	\$53,124.50	10.36%	\$53,124.50	10.36%
2003	14186	\$323,670.21	\$0.00	0.00%	\$21,988.15	6.79%	\$21,988.15	6.79%
2003	14187	\$7,529,803.18	\$150,596.06	2.00%	\$788,232.46	10.47%	\$637,636.40	8.47%
2003	14205	\$5,322,348.78	\$53,223.49	1.00%	\$144,660.05	2.72%	\$91,436.56	1.72%
2003	14214	\$3,049,966.82	\$76,249.17	2.50%	\$181,252.22	5.94%	\$105,003.05	3.44%
2003	14219	\$3,849,800.00	\$76,996.00	2.00%	\$250,115.66	6.50%	\$173,119.66	4.50%
2003	14233	\$11,067.37	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	14240	\$2,350,695.60	\$82,274.35	3.50%	\$282,333.57	12.01%	\$200,059.22	8.51%
2003	14249	\$1,213,362.90	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	14252	\$802,508.75	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	14271	\$136,791.68	\$0.00	0.00%	\$9,820.00	7.18%	\$9,820.00	7.18%
2003	14276	\$340,800.34	\$0.00	0.00%	\$27,983.00	8.21%	\$27,983.00	8.21%
2003	14281	\$377,432.00	\$0.00	0.00%	\$19,500.00	5.17%	\$19,500.00	5.17%
2003	14306	\$236,962.10	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	14310	\$239,526.70	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	14327	\$471,471.92	\$21,216.24	4.50%	\$165,367.92	35.07%	\$144,151.68	30.57%
2003	14332	\$889,151.15	\$8,891.51	1.00%	\$28,708.19	3.23%	\$19,816.68	2.23%
2003	14344	\$2,177,751.18	\$0.00	0.00%	\$139,714.32	6.42%	\$139,714.32	6.42%
2003	14359	\$118,326.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	14366	\$508,267.32	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	14379	\$614,104.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	14391	\$4,818,862.88	\$240,943.14	5.00%	\$671,348.00	13.93%	\$430,404.86	8.93%
2003	14397	\$28,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	14423	\$749,722.40	\$0.00	0.00%	\$53,167.73	7.09%	\$53,167.73	7.09%
2003	14432	\$895,060.26	\$17,901.21	2.00%	\$127,967.62	14.30%	\$110,066.41	12.30%
2003	14442	\$142,559.01	\$0.00	0.00%	\$6,235.84	4.37%	\$6,235.84	4.37%
2003	14446	\$417,335.05	\$0.00	0.00%	\$14,042.66	3.36%	\$14,042.66	3.36%
2003	14447	\$612,919.90	\$0.00	0.00%	\$43,759.35	7.14%	\$43,759.35	7.14%
2003	14450	\$713,537.85	\$21,406.14	3.00%	\$191,816.11	26.88%	\$170,409.97	23.88%
2003	14455	\$1,351,557.67	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	14460	\$1,777,055.23	\$0.00	0.00%	\$476,288.71	26.80%	\$476,288.71	26.80%

Exhibit 5-8 (Continued)
Business Categories Combined
Fiscal Years 2000-2006
Project Goal Utilization Analysis-ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2003								
2003	14473	\$51,568.70	\$0.00	0.00%	\$3,385.20	6.56%	\$3,385.20	6.56%
2003	14479	\$242,523.15	\$0.00	0.00%	\$19,516.11	8.05%	\$19,516.11	8.05%
2003	14484	\$931,425.00	\$0.00	0.00%	\$152,312.54	16.35%	\$152,312.54	16.35%
2003	14513	\$207,615.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	14524	\$1,197,964.41	\$0.00	0.00%	\$50,318.00	4.20%	\$50,318.00	4.20%
2003	14539	\$557,223.97	\$0.00	0.00%	\$33,258.82	5.97%	\$33,258.82	5.97%
2003	14545	\$1,155,161.35	\$23,103.23	2.00%	\$110,007.87	9.52%	\$86,904.64	7.52%
2003	14551	\$364,592.00	\$0.00	0.00%	\$17,210.27	4.72%	\$17,210.27	4.72%
2003	14554	\$1,658,566.84	\$0.00	0.00%	\$47,477.96	2.86%	\$47,477.96	2.86%
2003	14559	\$213,026.30	\$0.00	0.00%	\$11,484.55	5.39%	\$11,484.55	5.39%
2003	14575	\$38,029.50	\$0.00	0.00%	\$7,430.70	19.54%	\$7,430.70	19.54%
2003	14602	\$641,993.82	\$0.00	0.00%	\$54,134.72	8.43%	\$54,134.72	8.43%
2003	14607	\$143,501.50	\$0.00	0.00%	\$21,636.67	15.08%	\$21,636.67	15.08%
2003	14612	\$358,629.53	\$0.00	0.00%	\$23,654.59	6.60%	\$23,654.59	6.60%
2003	14624	\$7,841,903.40	\$235,257.10	3.00%	\$941,822.10	12.01%	\$706,565.00	9.01%
2003	14634	\$1,511,562.69	\$0.00	0.00%	\$18,340.55	1.21%	\$18,340.55	1.21%
2003	14652	\$93,451.70	\$0.00	0.00%	\$20,016.00	21.42%	\$20,016.00	21.42%
2003	14658	\$4,083,989.36	\$163,359.57	4.00%	\$555,744.25	13.61%	\$392,384.68	9.61%
2003	14667	\$509,543.77	\$7,643.16	1.50%	\$11,490.00	2.25%	\$3,846.84	0.75%
2003	14674	\$2,075,364.52	\$103,768.23	5.00%	\$186,497.32	8.99%	\$82,729.09	3.99%
2003	14691	\$193,371.25	\$0.00	0.00%	\$44,435.91	22.98%	\$44,435.91	22.98%
2003	14705	\$427,643.96	\$0.00	0.00%	\$13,824.10	3.23%	\$13,824.10	3.23%
2003	14710	\$1,827,316.32	\$0.00	0.00%	\$81,982.00	4.49%	\$81,982.00	4.49%
2003	14717	\$785,517.58	\$0.00	0.00%	\$191,836.90	24.42%	\$191,836.90	24.42%
2003	14721	\$10,099,237.96	\$302,977.14	3.00%	\$1,593,037.39	15.77%	\$1,290,060.25	12.77%
2003	14761	\$2,143,195.89	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	14810	\$224,500.90	\$0.00	0.00%	\$25,355.17	11.29%	\$25,355.17	11.29%
2003	14826	\$10,940,051.92	\$0.00	0.00%	\$618,565.13	5.65%	\$618,565.13	5.65%
2003	14835	\$2,940,415.08	\$0.00	0.00%	\$212,564.98	7.23%	\$212,564.98	7.23%
2003	14838	\$3,590,287.06	\$143,611.48	4.00%	\$453,000.57	12.62%	\$309,389.09	8.62%
2003	14848	\$8,685,411.08	\$0.00	0.00%	\$179,112.18	2.06%	\$179,112.18	2.06%
2003	14859	\$2,624,935.16	\$0.00	0.00%	\$482,489.25	18.38%	\$482,489.25	18.38%
2003	14867	\$366,453.00	\$0.00	0.00%	\$31,236.40	8.52%	\$31,236.40	8.52%
2003	14878	\$15,196,471.43	\$227,947.07	1.50%	\$112,507.22	0.74%	(\$115,439.85)	-0.76%
2003	14882	\$2,143,195.89	\$64,295.88	3.00%	\$388,762.54	18.14%	\$324,466.66	15.14%
2003	14941	\$150,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	14942	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	15039	\$244,743.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	15135	\$28,694.70	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	15136	\$12,800.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	15137	\$191,442.87	\$0.00	0.00%	\$36,326.00	18.97%	\$36,326.00	18.97%
2003	15142	\$226,980.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	15401	\$243,825.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	15418	\$387,147.00	\$0.00	0.00%	\$138.00	0.04%	\$138.00	0.04%
2003	15422	\$161,792.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	15449	\$500,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	15456	\$50,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	15457	\$225,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	15534	\$381,440.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	15535	\$578,293.38	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	15536	\$460,520.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	15537	\$502,700.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	15538	\$200,612.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%

Exhibit 5-8 (Continued)
Business Categories Combined
Fiscal Years 2000-2006
Project Goal Utilization Analysis-ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2003								
2003	15539	\$480,030.00	\$0.00	0.00%	\$39,240.00	8.17%	\$39,240.00	8.17%
2003	15540	\$346,110.00	\$0.00	0.00%	\$23,280.00	6.73%	\$23,280.00	6.73%
2003	15541	\$624,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	15544	\$94,943.85	\$0.00	0.00%	\$12,213.00	12.86%	\$12,213.00	12.86%
2003	15545	\$1,058,278.11	\$0.00	0.00%	\$88,948.72	8.41%	\$88,948.72	8.41%
2003	15546	\$812,426.00	\$0.00	0.00%	\$56,905.30	7.00%	\$56,905.30	7.00%
2003	15547	\$4,355,419.71	\$0.00	0.00%	\$321,454.00	7.38%	\$321,454.00	7.38%
2003	15548	\$1,829,875.96	\$0.00	0.00%	\$93,897.00	5.13%	\$93,897.00	5.13%
2003	15558	\$519,508.38	\$0.00	0.00%	\$88,886.48	17.11%	\$88,886.48	17.11%
2003	15559	\$934,710.71	\$0.00	0.00%	\$260,076.83	27.82%	\$260,076.83	27.82%
2003	15560	\$552,387.47	\$0.00	0.00%	\$49,747.00	9.01%	\$49,747.00	9.01%
2003	15561	\$511,546.10	\$0.00	0.00%	\$177,374.08	34.67%	\$177,374.08	34.67%
2003	15632	\$89,900.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	15654	\$150,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	15663	\$13,764.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	15665	\$257,567.21	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	15666	\$152,972.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
		\$235,293,250	\$3,147,432	1.34%	\$28,135,463	11.96%	\$24,988,031	10.62%
2004								
2004	10235	\$10,157,639.24	\$0.00	0.00%	\$796,054.74	7.84%	\$796,054.74	7.84%
2004	10237	\$3,630,714.30	\$0.00	0.00%	\$459,216.35	12.65%	\$459,216.35	12.65%
2004	10303	\$487,185.47	\$0.00	0.00%	\$16,190.04	3.32%	\$16,190.04	3.32%
2004	11109	\$1,398,321.06	\$27,966.42	2.00%	\$89,302.39	6.39%	\$61,335.97	4.39%
2004	11133	\$510,833.53	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	11138	\$83,082.42	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	11151	\$620,067.88	\$0.00	0.00%	\$84,434.00	13.62%	\$84,434.00	13.62%
2004	11313	\$62,875.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	11314	\$20,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	11590	\$3,366,136.70	\$100,984.10	3.00%	\$170,594.68	5.07%	\$69,610.58	2.07%
2004	11599	\$82,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	11627	\$10,836,412.66	\$0.00	0.00%	\$739,346.84	6.82%	\$739,346.84	6.82%
2004	11636	\$317,049.16	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	11640	\$2,001,307.56	\$0.00	0.00%	\$23,809.05	1.19%	\$23,809.05	1.19%
2004	11644	\$1,488,080.20	\$0.00	0.00%	\$223,195.78	15.00%	\$223,195.78	15.00%
2004	11662	\$418,612.95	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	11668	\$1,511,990.92	\$0.00	0.00%	\$280,872.45	18.58%	\$280,872.45	18.58%
2004	11740	\$183,490.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12182	\$171,374.20	\$0.00	0.00%	\$23,831.25	13.91%	\$23,831.25	13.91%
2004	12184	\$192,992.75	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12185	\$1,689,018.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12186	\$82,118.00	\$0.00	0.00%	\$8,200.00	9.99%	\$8,200.00	9.99%
2004	12187	\$224,201.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12188	\$3,946.38	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12189	\$4,172.35	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12190	\$87,610.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12191	\$19,993.60	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12192	\$129,753.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12193	\$905,100.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12194	\$67,111.45	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12195	\$111,400.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12197	\$21,475.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12198	\$14,430.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12199	\$64,803.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%

Exhibit 5-8 (Continued)
Business Categories Combined
Fiscal Years 2000-2006
Project Goal Utilization Analysis-ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2004								
2004	12200	\$204,999.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12277	\$354,821.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12283	\$300,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12290	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12297	\$231,593.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12330	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12350	\$85,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12360	\$452,845.00	\$0.00	0.00%	\$13,749.20	3.04%	\$13,749.20	3.04%
2004	12363	\$201,140.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12429	\$1,000,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12435	\$85,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12436	\$150,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12449	\$95,924.54	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12453	\$200,000.00	\$0.00	0.00%	\$50,001.45	25.00%	\$50,001.45	25.00%
2004	12454	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12465	\$22,534.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12466	\$300,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12469	\$500,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12471	\$170,482.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12477	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12478	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12479	\$50,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12487	\$85,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12507	\$400,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12508	\$1,000,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12509	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12517	\$299,998.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12520	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12521	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12538	\$10,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12545	\$358,452.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12550	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12557	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12570	\$1,495,928.00	\$0.00	0.00%	\$4,300.00	0.29%	\$4,300.00	0.29%
2004	12626	\$39,840.71	\$0.00	0.00%	\$1,002.00	2.52%	\$1,002.00	2.52%
2004	12634	\$223,194.40	\$0.00	0.00%	\$51,675.65	23.15%	\$51,675.65	23.15%
2004	12780	\$891,090.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12781	\$86,850.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12782	\$622,153.60	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12783	\$68,080.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12784	\$44,340.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12785	\$57,448.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12786	\$59,697.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12787	\$99,046.20	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12789	\$123,629.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12790	\$73,472.50	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12791	\$198,855.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12792	\$226,499.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12793	\$240,153.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12794	\$74,614.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12795	\$32,872.96	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12796	\$55,293.54	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12797	\$42,468.49	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%

Exhibit 5-8 (Continued)
Business Categories Combined
Fiscal Years 2000-2006
Project Goal Utilization Analysis-ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2004								
2004	12798	\$128,300.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12799	\$527,714.25	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12800	\$138,400.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12801	\$62,955.58	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12802	\$47,464.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12803	\$98,086.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12804	\$69,101.20	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12805	\$1,061,891.63	\$0.00	0.00%	\$36,050.00	3.39%	\$36,050.00	3.39%
2004	12806	\$44,775.40	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12807	\$121,517.50	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12808	\$119,856.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12809	\$379,398.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12810	\$215,370.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12811	\$113,340.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12812	\$33,289.10	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12813	\$87,179.30	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12814	\$179,058.61	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12815	\$174,709.92	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12816	\$622,645.57	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12817	\$136,540.80	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12818	\$690,196.25	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12819	\$154,464.05	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12820	\$62,338.50	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12821	\$217,160.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12822	\$165,111.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12823	\$32,290.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12833	\$300,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	13318	\$150,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	13599	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	13663	\$85,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	13706	\$208,970.00	\$0.00	0.00%	\$1,852.93	0.89%	\$1,852.93	0.89%
2004	13746	\$465,600.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	13780	\$3,576,685.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	13834	\$826,071.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	13836	\$464,308.00	\$0.00	0.00%	\$4,708.18	1.01%	\$4,708.18	1.01%
2004	13914	\$15,489.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	14023	\$372,139.00	\$0.00	0.00%	\$32,177.76	8.65%	\$32,177.76	8.65%
2004	14077	\$504,622.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	14087	\$518,736.85	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	14167	\$1,520,497.00	\$0.00	0.00%	\$465,185.02	30.59%	\$465,185.02	30.59%
2004	14177	\$2,335,725.09	\$46,714.50	2.00%	\$158,780.18	6.80%	\$112,065.68	4.80%
2004	14181	\$42,369.48	\$0.00	0.00%	\$4,700.00	11.09%	\$4,700.00	11.09%
2004	14199	\$138,913.66	\$0.00	0.00%	\$3,200.00	2.30%	\$3,200.00	2.30%
2004	14209	\$161,467.70	\$0.00	0.00%	\$5,350.00	3.31%	\$5,350.00	3.31%
2004	14215	\$858,808.00	\$0.00	0.00%	\$100,952.50	11.75%	\$100,952.50	11.75%
2004	14221	\$1,348,344.75	\$0.00	0.00%	\$236,483.34	17.54%	\$236,483.34	17.54%
2004	14227	\$1,125,844.99	\$0.00	0.00%	\$245,014.40	21.76%	\$245,014.40	21.76%
2004	14234	\$2,001,307.56	\$0.00	0.00%	\$84,703.54	4.23%	\$84,703.54	4.23%
2004	14241	\$2,111,111.11	\$0.00	0.00%	\$304,910.16	14.44%	\$304,910.16	14.44%
2004	14246	\$11,393,247.52	\$455,729.90	4.00%	\$484,596.80	4.25%	\$28,866.90	0.25%
2004	14250	\$1,937,326.38	\$0.00	0.00%	\$215,316.40	11.11%	\$215,316.40	11.11%
2004	14253	\$2,828,282.82	\$0.00	0.00%	\$1,033,806.44	36.55%	\$1,033,806.44	36.55%
2004	14272	\$1,282,410.64	\$0.00	0.00%	\$290,431.34	22.65%	\$290,431.34	22.65%

Exhibit 5-8 (Continued)
Business Categories Combined
Fiscal Years 2000-2006
Project Goal Utilization Analysis-ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2004								
2004	14279	\$8,725,914.52	\$261,777.44	3.00%	\$2,423,516.51	27.77%	\$2,161,739.07	24.77%
2004	14282	\$715,388.05	\$0.00	0.00%	\$208,542.59	29.15%	\$208,542.59	29.15%
2004	14296	\$828,102.22	\$0.00	0.00%	\$61,609.02	7.44%	\$61,609.02	7.44%
2004	14311	\$136,255.60	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	14316	\$1,702,651.71	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	14317	\$178,997.23	\$0.00	0.00%	\$9,576.50	5.35%	\$9,576.50	5.35%
2004	14328	\$165,026.93	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	14339	\$765,430.40	\$0.00	0.00%	\$101,265.04	13.23%	\$101,265.04	13.23%
2004	14345	\$933,099.37	\$0.00	0.00%	\$97,893.52	10.49%	\$97,893.52	10.49%
2004	14355	\$429,919.20	\$0.00	0.00%	\$43,478.43	10.11%	\$43,478.43	10.11%
2004	14367	\$3,054,394.15	\$0.00	0.00%	\$103,863.01	3.40%	\$103,863.01	3.40%
2004	14374	\$979,979.00	\$0.00	0.00%	\$26,177.00	2.67%	\$26,177.00	2.67%
2004	14385	\$4,257,148.20	\$63,857.22	1.50%	\$405,410.70	9.52%	\$341,553.48	8.02%
2004	14392	\$455,575.96	\$0.00	0.00%	\$8,550.00	1.88%	\$8,550.00	1.88%
2004	14398	\$7,135,189.18	\$142,703.78	2.00%	\$4,154,542.26	58.23%	\$4,011,838.48	56.23%
2004	14415	\$698,912.63	\$0.00	0.00%	\$149,804.66	21.43%	\$149,804.66	21.43%
2004	14419	\$32,947.75	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	14424	\$368,593.27	\$0.00	0.00%	\$9,140.00	2.48%	\$9,140.00	2.48%
2004	14428	\$106,136.00	\$0.00	0.00%	\$24,517.70	23.10%	\$24,517.70	23.10%
2004	14433	\$1,221,802.02	\$0.00	0.00%	\$211,262.39	17.29%	\$211,262.39	17.29%
2004	14451	\$1,699,691.80	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	14456	\$719,430.80	\$0.00	0.00%	\$245,155.30	34.08%	\$245,155.30	34.08%
2004	14468	\$1,226,634.59	\$0.00	0.00%	\$58,988.90	4.81%	\$58,988.90	4.81%
2004	14474	\$373,479.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	14491	\$196,586.59	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	14505	\$2,266,446.40	\$0.00	0.00%	\$367,251.93	16.20%	\$367,251.93	16.20%
2004	14508	\$111,637.47	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	14509	\$138,981.91	\$0.00	0.00%	\$39,739.79	28.59%	\$39,739.79	28.59%
2004	14517	\$1,086,721.65	\$0.00	0.00%	\$33,483.42	3.08%	\$33,483.42	3.08%
2004	14525	\$183,304.12	\$0.00	0.00%	\$8,745.00	4.77%	\$8,745.00	4.77%
2004	14529	\$44,538.40	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	14534	\$767,346.72	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	14560	\$976,423.19	\$0.00	0.00%	\$157,558.40	16.14%	\$157,558.40	16.14%
2004	14570	\$272,190.72	\$0.00	0.00%	\$3,097.00	1.14%	\$3,097.00	1.14%
2004	14597	\$16,344,308.00	\$490,329.24	3.00%	\$1,245,529.24	7.62%	\$755,200.00	4.62%
2004	14613	\$706,726.20	\$0.00	0.00%	\$199,238.64	28.19%	\$199,238.64	28.19%
2004	14620	\$343,140.70	\$0.00	0.00%	\$50,610.59	14.75%	\$50,610.59	14.75%
2004	14629	\$395,084.93	\$0.00	0.00%	\$38,060.12	9.63%	\$38,060.12	9.63%
2004	14638	\$5,453,284.96	\$0.00	0.00%	\$337,411.85	6.19%	\$337,411.85	6.19%
2004	14647	\$3,599,050.97	\$0.00	0.00%	\$423,715.76	11.77%	\$423,715.76	11.77%
2004	14653	\$220,087.20	\$0.00	0.00%	\$38,494.50	17.49%	\$38,494.50	17.49%
2004	14659	\$259,227.01	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	14664	\$144,910.10	\$0.00	0.00%	\$14,889.70	10.28%	\$14,889.70	10.28%
2004	14672	\$798,774.60	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	14692	\$23,994.78	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	14698	\$268,818.32	\$0.00	0.00%	\$62,439.33	23.23%	\$62,439.33	23.23%
2004	14701	\$656,038.90	\$0.00	0.00%	\$265,769.37	40.51%	\$265,769.37	40.51%
2004	14706	\$317,049.16	\$0.00	0.00%	\$69,433.11	21.90%	\$69,433.11	21.90%
2004	14711	\$3,362,747.86	\$67,254.96	2.00%	\$391,683.77	11.65%	\$324,428.81	9.65%
2004	14718	\$673,427.20	\$0.00	0.00%	\$23,727.23	3.52%	\$23,727.23	3.52%
2004	14726	\$559,459.80	\$0.00	0.00%	\$73,480.31	13.13%	\$73,480.31	13.13%
2004	14736	\$574,865.42	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	14737	\$615,630.00	\$0.00	0.00%	\$12,480.00	2.03%	\$12,480.00	2.03%

Exhibit 5-8 (Continued)
Business Categories Combined
Fiscal Years 2000-2006
Project Goal Utilization Analysis-ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2004								
2004	14739	\$206,934.50	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	14740	\$35,600.68	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	14742	\$280,055.50	\$0.00	0.00%	\$21,762.00	7.77%	\$21,762.00	7.77%
2004	14744	\$27,786.01	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	14746	\$140,189.50	\$0.00	0.00%	\$18,275.00	13.04%	\$18,275.00	13.04%
2004	14748	\$32,441.20	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	14778	\$5,375,598.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	14801	\$448,430.75	\$0.00	0.00%	\$29,196.51	6.51%	\$29,196.51	6.51%
2004	14808	\$1,732,222.00	\$0.00	0.00%	\$417,593.55	24.11%	\$417,593.55	24.11%
2004	14816	\$845,400.00	\$0.00	0.00%	\$233,443.58	27.61%	\$233,443.58	27.61%
2004	14827	\$1,399,999.89	\$0.00	0.00%	\$221,991.29	15.86%	\$221,991.29	15.86%
2004	14830	\$859,176.90	\$0.00	0.00%	\$229,273.73	26.69%	\$229,273.73	26.69%
2004	14839	\$6,656,254.59	\$266,250.18	4.00%	\$594,451.35	8.93%	\$328,201.17	4.93%
2004	14853	\$2,884,747.30	\$0.00	0.00%	\$63,227.08	2.19%	\$63,227.08	2.19%
2004	14858	\$732,835.62	\$0.00	0.00%	\$8,710.43	1.19%	\$8,710.43	1.19%
2004	14862	\$2,943,531.68	\$58,870.63	2.00%	\$761,212.41	25.86%	\$702,341.78	23.86%
2004	15145	\$278,146.50	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15148	\$172,850.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15151	\$37,228.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15152	\$37,750.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15154	\$7,651.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15156	\$103,700.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15157	\$15,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15159	\$148,134.14	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15160	\$636,884.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15161	\$357,984.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15162	\$451,301.40	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15163	\$510,324.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15166	\$270,130.72	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15168	\$9,750.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15170	\$41,588.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15175	\$46,948.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15179	\$215,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15267	\$44,340.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15268	\$57,448.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15269	\$59,697.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15270	\$10,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15274	\$137,281.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15280	\$9,242.69	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15281	\$5,850.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15399	\$985,314.52	\$0.00	0.00%	\$36,372.40	3.69%	\$36,372.40	3.69%
2004	15400	\$1,775,891.93	\$0.00	0.00%	\$324,834.37	18.29%	\$324,834.37	18.29%
2004	15402	\$160,160.60	\$0.00	0.00%	\$28,806.20	17.99%	\$28,806.20	17.99%
2004	15403	\$648,541.48	\$0.00	0.00%	\$81,016.80	12.49%	\$81,016.80	12.49%
2004	15404	\$87,077.00	\$0.00	0.00%	\$25,174.40	28.91%	\$25,174.40	28.91%
2004	15405	\$524,913.06	\$0.00	0.00%	\$34,811.03	6.63%	\$34,811.03	6.63%
2004	15406	\$322,468.85	\$0.00	0.00%	\$55,610.85	17.25%	\$55,610.85	17.25%
2004	15407	\$844,326.66	\$0.00	0.00%	\$103,105.02	12.21%	\$103,105.02	12.21%
2004	15409	\$18,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15419	\$1,455,258.00	\$0.00	0.00%	\$1,176.00	0.08%	\$1,176.00	0.08%
2004	15452	\$549,326.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15453	\$400,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15475	\$79,300.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%

Exhibit 5-8 (Continued)
Business Categories Combined
Fiscal Years 2000-2006
Project Goal Utilization Analysis-ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2004								
2004	15476	\$146,512.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15479	\$137,281.75	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15480	\$1,113,729.22	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15481	\$9,242.69	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15482	\$8,820.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15483	\$10,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15653	\$118,468.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
		\$212,266,609	\$1,982,438	0.93%	\$22,234,171	10.47%	\$20,251,733	9.54%
2005								
2005	10328	\$10,889,187.09	\$326,675.61	3.00%	\$972,545.43	8.93%	\$645,869.82	5.93%
2005	10344	\$338,888.00	\$0.00	0.00%	\$47,471.45	14.01%	\$47,471.45	14.01%
2005	10346	\$6,581,042.75	\$263,241.71	4.00%	\$671,167.78	10.20%	\$407,926.07	6.20%
2005	10637	\$7,425,189.79	\$0.00	0.00%	\$2,810,263.16	37.85%	\$2,810,263.16	37.85%
2005	10644	\$493,926.28	\$0.00	0.00%	\$57,032.42	11.55%	\$57,032.42	11.55%
2005	10938	\$2,633,932.98	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	10971	\$3,857,908.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	10982	\$4,395,688.15	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	11070	\$150,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	11074	\$129,008.37	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	11082	\$20,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	11198	\$151,445.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	11200	\$52,552.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	11205	\$87,125.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	11207	\$363,984.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	11208	\$4,444.92	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	11236	\$10,950.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	11237	\$23,984.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	11238	\$3,889.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	11351	\$2,832,552.94	\$42,488.29	1.50%	\$0.00	0.00%	(\$42,488.29)	-1.50%
2005	11721	\$7,075,237.02	\$283,009.48	4.00%	\$0.00	0.00%	(\$283,009.48)	-4.00%
2005	12383	\$85,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	12430	\$300,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	12510	\$15,653.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	12551	\$51,267.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	12579	\$300,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	12849	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	12853	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13070	\$820,841.14	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13304	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13448	\$85,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13465	\$410,335.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13466	\$141,449.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13503	\$85,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13549	\$158,190.00	\$7,909.50	5.00%	\$0.00	0.00%	(\$7,909.50)	-5.00%
2005	13559	\$2,215,013.00	\$0.00	0.00%	\$38,430.00	1.73%	\$38,430.00	1.73%
2005	13562	\$85,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13576	\$85,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13597	\$150,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13603	\$27,519.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13604	\$48,286.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13605	\$49,987.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13608	\$211,353.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13621	\$119,859.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%

Exhibit 5-8 (Continued)
Business Categories Combined
Fiscal Years 2000-2006
Project Goal Utilization Analysis-ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2005								
2005	13674	\$50,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13686	\$471,532.00	\$0.00	0.00%	\$14,025.00	2.97%	\$14,025.00	2.97%
2005	13697	\$175,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13708	\$196,992.00	\$0.00	0.00%	\$25,344.46	12.87%	\$25,344.46	12.87%
2005	13722	\$50,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13725	\$50,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13726	\$125,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13729	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13730	\$150,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13737	\$853,895.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13750	\$350,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13778	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13783	\$109,353.00	\$0.00	0.00%	\$3,624.22	3.31%	\$3,624.22	3.31%
2005	13795	\$300,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13796	\$50,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13802	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13814	\$50,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13815	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13964	\$350,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13985	\$572,731.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	14003	\$350,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	14094	\$105,397.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	14151	\$1,322,664.40	\$0.00	0.00%	\$205,885.45	15.57%	\$205,885.45	15.57%
2005	14156	\$14,144,681.18	\$353,617.03	2.50%	\$881,363.67	6.23%	\$527,746.64	3.73%
2005	14174	\$971,061.20	\$0.00	0.00%	\$128,044.92	13.19%	\$128,044.92	13.19%
2005	14175	\$92,215.30	\$0.00	0.00%	\$92,211.59	100.00%	\$92,211.59	100.00%
2005	14182	\$299,273.05	\$0.00	0.00%	\$179,563.83	60.00%	\$179,563.83	60.00%
2005	14188	\$1,409,247.17	\$0.00	0.00%	\$68,574.82	4.87%	\$68,574.82	4.87%
2005	14200	\$378,877.95	\$0.00	0.00%	\$45,246.16	11.94%	\$45,246.16	11.94%
2005	14210	\$679,140.84	\$0.00	0.00%	\$88,800.00	13.08%	\$88,800.00	13.08%
2005	14216	\$11,733,454.74	\$469,338.19	4.00%	\$5,849,952.03	49.86%	\$5,380,613.84	45.86%
2005	14222	\$1,915,392.32	\$0.00	0.00%	\$214,323.61	11.19%	\$214,323.61	11.19%
2005	14235	\$169,600.60	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	14265	\$3,036,735.90	\$0.00	0.00%	\$615,041.07	20.25%	\$615,041.07	20.25%
2005	14284	\$323,728.88	\$0.00	0.00%	\$57,374.65	17.72%	\$57,374.65	17.72%
2005	14318	\$719,102.75	\$0.00	0.00%	\$69,093.63	9.61%	\$69,093.63	9.61%
2005	14346	\$9,329,695.60	\$373,187.82	4.00%	\$498,978.65	5.35%	\$125,790.83	1.35%
2005	14350	\$865,078.75	\$0.00	0.00%	\$39,404.55	4.56%	\$39,404.55	4.56%
2005	14356	\$441,533.21	\$0.00	0.00%	\$85,417.38	19.35%	\$85,417.38	19.35%
2005	14361	\$53,011.10	\$0.00	0.00%	\$53,011.00	100.00%	\$53,011.00	100.00%
2005	14375	\$2,237,893.60	\$0.00	0.00%	\$87,783.78	3.92%	\$87,783.78	3.92%
2005	14380	\$126,407.75	\$0.00	0.00%	\$10,159.80	8.04%	\$10,159.80	8.04%
2005	14381	\$174,800.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	14393	\$99,999.98	\$0.00	0.00%	\$99,999.98	100.00%	\$99,999.98	100.00%
2005	14429	\$985,200.39	\$0.00	0.00%	\$149,025.30	15.13%	\$149,025.30	15.13%
2005	14452	\$2,877,140.31	\$0.00	0.00%	\$172,303.46	5.99%	\$172,303.46	5.99%
2005	14462	\$15,182,258.00	\$986,846.77	6.50%	\$1,079,911.56	7.11%	\$93,064.79	0.61%
2005	14469	\$1,384,236.90	\$0.00	0.00%	\$75,234.81	5.44%	\$75,234.81	5.44%
2005	14475	\$9,715,157.34	\$340,030.51	3.50%	\$2,378,196.57	24.48%	\$2,038,166.06	20.98%
2005	14486	\$3,020,361.64	\$0.00	0.00%	\$311,847.70	10.32%	\$311,847.70	10.32%
2005	14499	\$6,666,169.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	14514	\$469,285.50	\$0.00	0.00%	\$84,750.00	18.06%	\$84,750.00	18.06%
2005	14518	\$1,616,872.14	\$0.00	0.00%	\$163,948.27	10.14%	\$163,948.27	10.14%

Exhibit 5-8 (Continued)
Business Categories Combined
Fiscal Years 2000-2006
Project Goal Utilization Analysis-ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2005								
2005	14519	\$6,150,369.98	\$0.00	0.00%	\$41,961.15	0.68%	\$41,961.15	0.68%
2005	14535	\$402,789.15	\$0.00	0.00%	\$29,671.64	7.37%	\$29,671.64	7.37%
2005	14546	\$7,075,237.02	\$283,009.48	4.00%	\$1,771,678.33	25.04%	\$1,488,668.85	21.04%
2005	14552	\$1,272,559.42	\$0.00	0.00%	\$387,430.55	30.44%	\$387,430.55	30.44%
2005	14577	\$256,990.56	\$0.00	0.00%	\$6,915.00	2.69%	\$6,915.00	2.69%
2005	14582	\$494,643.34	\$0.00	0.00%	\$50,739.70	10.26%	\$50,739.70	10.26%
2005	14594	\$4,724,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	14598	\$153,992.25	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	14608	\$7,026,333.73	\$281,053.35	4.00%	\$1,147,362.17	16.33%	\$866,308.82	12.33%
2005	14614	\$487,404.35	\$0.00	0.00%	\$100,039.85	20.53%	\$100,039.85	20.53%
2005	14648	\$12,629,376.65	\$189,440.65	1.50%	\$0.00	0.00%	(\$189,440.65)	-1.50%
2005	14660	\$190,499.92	\$0.00	0.00%	\$40,188.60	21.10%	\$40,188.60	21.10%
2005	14712	\$2,741,447.57	\$41,121.71	1.50%	\$48,564.53	1.77%	\$7,442.82	0.27%
2005	14723	\$178,728.12	\$0.00	0.00%	\$32,952.80	18.44%	\$32,952.80	18.44%
2005	14751	\$321,268.11	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	14791	\$13,980,595.90	\$419,417.88	3.00%	\$1,026,039.49	7.34%	\$606,621.61	4.34%
2005	14796	\$717,684.93	\$0.00	0.00%	\$98,611.80	13.74%	\$98,611.80	13.74%
2005	14800	\$358,367.44	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	14814	\$52,443.70	\$0.00	0.00%	\$8,820.00	16.82%	\$8,820.00	16.82%
2005	14831	\$1,353,193.58	\$0.00	0.00%	\$121,552.95	8.98%	\$121,552.95	8.98%
2005	14843	\$1,716,882.08	\$25,753.23	1.50%	\$60,489.57	3.52%	\$34,736.34	2.02%
2005	14846	\$2,187,253.40	\$0.00	0.00%	\$49,346.71	2.26%	\$49,346.71	2.26%
2005	14940	\$350,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15149	\$60,368.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15176	\$219,948.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15186	\$54,749.20	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15190	\$14,500.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15193	\$6,070.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15197	\$81,907.11	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15198	\$293,363.28	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15199	\$55,100.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15200	\$99,207.24	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15201	\$320,107.70	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15202	\$1,054,421.81	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15204	\$335,969.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15205	\$765,421.30	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15208	\$74,352.50	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15209	\$167,037.50	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15210	\$164,982.48	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15211	\$99,888.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15213	\$166,650.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15214	\$9,953.44	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15221	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15223	\$291,811.79	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15226	\$4,260.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15284	\$50,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15286	\$50,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15287	\$18,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15288	\$21,240.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15289	\$6,733.22	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15290	\$6,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15295	\$1,480,619.23	\$0.00	0.00%	\$171,413.23	11.58%	\$171,413.23	11.58%
2005	15296	\$1,330,818.95	\$0.00	0.00%	\$57,187.59	4.30%	\$57,187.59	4.30%

Exhibit 5-8 (Continued)
Business Categories Combined
Fiscal Years 2000-2006
Project Goal Utilization Analysis-ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2005								
2005	15299	\$808,242.55	\$0.00	0.00%	\$91,573.04	11.33%	\$91,573.04	11.33%
2005	15300	\$448,094.63	\$0.00	0.00%	\$174,754.30	39.00%	\$174,754.30	39.00%
2005	15302	\$273,143.30	\$0.00	0.00%	\$70,914.24	25.96%	\$70,914.24	25.96%
2005	15303	\$462,264.00	\$0.00	0.00%	\$67,033.25	14.50%	\$67,033.25	14.50%
2005	15304	\$126,570.95	\$0.00	0.00%	\$33,787.98	26.69%	\$33,787.98	26.69%
2005	15305	\$97,494.36	\$0.00	0.00%	\$19,711.20	20.22%	\$19,711.20	20.22%
2005	15307	\$469,820.53	\$0.00	0.00%	\$37,399.85	7.96%	\$37,399.85	7.96%
2005	15408	\$63,935.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15412	\$238,909.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15432	\$300,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15433	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15437	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15451	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15454	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15465	\$50,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15466	\$50,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15467	\$50,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15469	\$18,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15470	\$21,240.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15542	\$23,524.44	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15543	\$129,505.95	\$0.00	0.00%	\$10,653.00	8.23%	\$10,653.00	8.23%
2005	15550	\$283,869.80	\$0.00	0.00%	\$28,065.00	9.89%	\$28,065.00	9.89%
2005	15551	\$138,406.85	\$0.00	0.00%	\$15,999.13	11.56%	\$15,999.13	11.56%
2005	15651	\$20,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15652	\$25,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15661	\$67,250.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15667	\$128,669.50	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15668	\$1,992,707.38	\$0.00	0.00%	\$241,038.62	12.10%	\$241,038.62	12.10%
2005	15682	\$35,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15685	\$60,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
		\$230,273,054	\$4,686,141	2.04%	\$24,467,247	10.63%	\$19,781,106	8.59%
2006								
2006	10286	\$865,000.40	\$0.00	0.00%	\$228,849.05	26.46%	\$228,849.05	26.46%
2006	10359	\$1,076,066.09	\$0.00	0.00%	\$130,661.14	12.14%	\$130,661.14	12.14%
2006	10410	\$15,455,555.44	\$0.00	0.00%	\$1,117,322.28	7.23%	\$1,117,322.28	7.23%
2006	10543	\$1,136,422.00	\$0.00	0.00%	\$36,403.87	3.20%	\$36,403.87	3.20%
2006	10560	\$1,321,123.13	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	10585	\$9,973,924.02	\$0.00	0.00%	\$437,443.84	4.39%	\$437,443.84	4.39%
2006	10592	\$9,634,148.48	\$0.00	0.00%	\$1,979,646.61	20.55%	\$1,979,646.61	20.55%
2006	10724	\$88,625.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	10981	\$75,293.48	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	11002	\$96,430.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	11007	\$175,373.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	11041	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	11049	\$177,140.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	11092	\$596,813.31	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	11162	\$941,314.49	\$0.00	0.00%	\$75,028.00	7.97%	\$75,028.00	7.97%
2006	12593	\$350,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	13325	\$400,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	13409	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	13495	\$400,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	13594	\$947,236.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	13662	\$368,633.81	\$0.00	0.00%	\$50.00	0.01%	\$50.00	0.01%

Exhibit 5-8 (Continued)
Business Categories Combined
Fiscal Years 2000-2006
Project Goal Utilization Analysis-ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2006								
2006	13684	\$391,394.00	\$0.00	0.00%	\$3,007.95	0.77%	\$3,007.95	0.77%
2006	13685	\$324,261.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	13690	\$350,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	13691	\$205,460.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	13692	\$15,290.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	13693	\$156,223.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	13694	\$150,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	13699	\$150,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	13738	\$128,502.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	13739	\$228,176.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	13740	\$2,212,216.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	13741	\$239,705.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	13742	\$378,110.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	13743	\$1,788,921.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	13753	\$72,639.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	13766	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	13785	\$95,334.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	13792	\$350,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	13813	\$155,113.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	14152	\$2,394,265.30	\$0.00	0.00%	\$544,499.21	22.74%	\$544,499.21	22.74%
2006	14157	\$1,164,822.00	\$0.00	0.00%	\$116,344.00	9.99%	\$116,344.00	9.99%
2006	14163	\$44,978.50	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	14169	\$3,680,244.50	\$0.00	0.00%	\$401,851.10	10.92%	\$401,851.10	10.92%
2006	14183	\$66,756.60	\$0.00	0.00%	\$45,741.00	68.52%	\$45,741.00	68.52%
2006	14189	\$99,989.78	\$0.00	0.00%	\$2,865.00	2.87%	\$2,865.00	2.87%
2006	14196	\$289,081.10	\$0.00	0.00%	\$7,844.96	2.71%	\$7,844.96	2.71%
2006	14201	\$17,269,806.85	\$0.00	0.00%	\$629,827.35	3.65%	\$629,827.35	3.65%
2006	14207	\$5,123,200.18	\$102,464.00	2.00%	\$384,194.12	7.50%	\$281,730.12	5.50%
2006	14211	\$494,638.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	14223	\$1,150,598.85	\$0.00	0.00%	\$277,738.27	24.14%	\$277,738.27	24.14%
2006	14228	\$651,995.75	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	14236	\$1,237,968.62	\$0.00	0.00%	\$32,181.40	2.60%	\$32,181.40	2.60%
2006	14242	\$23,418.85	\$0.00	0.00%	\$23,418.85	100.00%	\$23,418.85	100.00%
2006	14260	\$1,179,117.91	\$0.00	0.00%	\$250,589.72	21.25%	\$250,589.72	21.25%
2006	14289	\$735,119.10	\$0.00	0.00%	\$199,626.41	27.16%	\$199,626.41	27.16%
2006	14292	\$28,597.52	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	14297	\$1,701,921.15	\$0.00	0.00%	\$198,778.19	11.68%	\$198,778.19	11.68%
2006	14307	\$356,492.60	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	14312	\$10,719,453.61	\$0.00	0.00%	\$266,010.52	2.48%	\$266,010.52	2.48%
2006	14322	\$14,275,836.12	\$571,033.44	4.00%	\$5,687,665.09	39.84%	\$5,116,631.65	35.84%
2006	14324	\$525,061.92	\$0.00	0.00%	\$110,794.54	21.10%	\$110,794.54	21.10%
2006	14329	\$18,129,388.77	\$0.00	0.00%	\$1,094,946.47	6.04%	\$1,094,946.47	6.04%
2006	14333	\$1,392,974.46	\$0.00	0.00%	\$331,173.75	23.77%	\$331,173.75	23.77%
2006	14335	\$235,449.56	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	14336	\$398,831.09	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	14341	\$963,068.75	\$0.00	0.00%	\$31,694.95	3.29%	\$31,694.95	3.29%
2006	14347	\$1,626,636.18	\$0.00	0.00%	\$292,221.56	17.96%	\$292,221.56	17.96%
2006	14362	\$169,458.84	\$0.00	0.00%	\$11,860.00	7.00%	\$11,860.00	7.00%
2006	14368	\$625,792.90	\$0.00	0.00%	\$67,025.81	10.71%	\$67,025.81	10.71%
2006	14386	\$6,974,633.45	\$0.00	0.00%	\$121,832.00	1.75%	\$121,832.00	1.75%
2006	14388	\$2,687,869.20	\$0.00	0.00%	\$256,964.53	9.56%	\$256,964.53	9.56%
2006	14394	\$204,022.49	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	14399	\$4,169,138.13	\$0.00	0.00%	\$936,315.86	22.46%	\$936,315.86	22.46%

Exhibit 5-8 (Continued)
Business Categories Combined
Fiscal Years 2000-2006
Project Goal Utilization Analysis-ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2006								
2006	14416	\$1,502,436.30	\$0.00	0.00%	\$184,732.90	12.30%	\$184,732.90	12.30%
2006	14425	\$1,598,204.50	\$0.00	0.00%	\$140,863.49	8.81%	\$140,863.49	8.81%
2006	14434	\$367,778.00	\$0.00	0.00%	\$95,643.20	26.01%	\$95,643.20	26.01%
2006	14448	\$173,817.18	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	14461	\$5,781,910.77	\$115,638.22	2.00%	\$1,297,433.21	22.44%	\$1,181,794.99	20.44%
2006	14463	\$896,116.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	14470	\$3,249,999.90	\$0.00	0.00%	\$259,937.64	8.00%	\$259,937.64	8.00%
2006	14476	\$3,362,963.08	\$0.00	0.00%	\$263,275.90	7.83%	\$263,275.90	7.83%
2006	14480	\$1,269,043.00	\$0.00	0.00%	\$78,925.46	6.22%	\$78,925.46	6.22%
2006	14515	\$108,681.00	\$0.00	0.00%	\$45,000.00	41.41%	\$45,000.00	41.41%
2006	14521	\$1,386,401.40	\$0.00	0.00%	\$246,542.42	17.78%	\$246,542.42	17.78%
2006	14526	\$865,429.21	\$0.00	0.00%	\$47,485.10	5.49%	\$47,485.10	5.49%
2006	14536	\$24,999.10	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	14541	\$2,204,251.30	\$0.00	0.00%	\$312,979.11	14.20%	\$312,979.11	14.20%
2006	14547	\$80,573.40	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	14555	\$107,283.30	\$0.00	0.00%	\$22,971.30	21.41%	\$22,971.30	21.41%
2006	14562	\$812,302.35	\$0.00	0.00%	\$158,932.00	19.57%	\$158,932.00	19.57%
2006	14578	\$1,198,486.33	\$0.00	0.00%	\$132,069.33	11.02%	\$132,069.33	11.02%
2006	14583	\$211,821.79	\$0.00	0.00%	\$32,777.89	15.47%	\$32,777.89	15.47%
2006	14603	\$116,749.53	\$0.00	0.00%	\$30,492.25	26.12%	\$30,492.25	26.12%
2006	14609	\$919,728.10	\$0.00	0.00%	\$183,132.31	19.91%	\$183,132.31	19.91%
2006	14621	\$1,373,719.65	\$0.00	0.00%	\$143,187.62	10.42%	\$143,187.62	10.42%
2006	14631	\$3,934,732.70	\$0.00	0.00%	\$476,072.26	12.10%	\$476,072.26	12.10%
2006	14639	\$432,263.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	14649	\$1,077,656.60	\$0.00	0.00%	\$220,767.45	20.49%	\$220,767.45	20.49%
2006	14654	\$12,386,373.16	\$0.00	0.00%	\$1,489,649.46	12.03%	\$1,489,649.46	12.03%
2006	14661	\$1,160,100.00	\$0.00	0.00%	\$69,614.40	6.00%	\$69,614.40	6.00%
2006	14678	\$294,378.88	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	14693	\$1,250,246.35	\$0.00	0.00%	\$129,849.47	10.39%	\$129,849.47	10.39%
2006	14713	\$452,336.60	\$0.00	0.00%	\$80,770.00	17.86%	\$80,770.00	17.86%
2006	14724	\$1,299,899.92	\$0.00	0.00%	\$283,035.00	21.77%	\$283,035.00	21.77%
2006	14743	\$274,786.00	\$0.00	0.00%	\$17,100.00	6.22%	\$17,100.00	6.22%
2006	14758	\$2,335,725.09	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	14786	\$290,774.83	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	14806	\$1,581,198.45	\$0.00	0.00%	\$232,858.87	14.73%	\$232,858.87	14.73%
2006	14807	\$555,555.55	\$0.00	0.00%	\$94,191.41	16.95%	\$94,191.41	16.95%
2006	14809	\$515,522.76	\$0.00	0.00%	\$118,326.56	22.95%	\$118,326.56	22.95%
2006	14820	\$2,068,791.50	\$0.00	0.00%	\$208,423.27	10.07%	\$208,423.27	10.07%
2006	14823	\$777,947.05	\$0.00	0.00%	\$98,855.38	12.71%	\$98,855.38	12.71%
2006	14825	\$741,414.53	\$0.00	0.00%	\$172,829.12	23.31%	\$172,829.12	23.31%
2006	14836	\$296,440.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	14844	\$1,030,555.25	\$0.00	0.00%	\$36,552.40	3.55%	\$36,552.40	3.55%
2006	14851	\$2,339,444.30	\$0.00	0.00%	\$127,822.08	5.46%	\$127,822.08	5.46%
2006	14866	\$1,073,508.39	\$0.00	0.00%	\$159,364.15	14.85%	\$159,364.15	14.85%
2006	14871	\$1,680,945.38	\$0.00	0.00%	\$209,236.84	12.45%	\$209,236.84	12.45%
2006	14872	\$6,941,342.05	\$0.00	0.00%	\$752,100.25	10.84%	\$752,100.25	10.84%
2006	14874	\$1,157,709.00	\$0.00	0.00%	\$181,021.13	15.64%	\$181,021.13	15.64%
2006	14877	\$168,961.56	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	14879	\$10,357,139.76	\$0.00	0.00%	\$4,705,634.47	45.43%	\$4,705,634.47	45.43%
2006	14884	\$1,381,614.40	\$0.00	0.00%	\$178,551.98	12.92%	\$178,551.98	12.92%
2006	15222	\$365,981.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15232	\$89,522.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15235	\$7,100.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%

Exhibit 5-8 (Continued)
Business Categories Combined
Fiscal Years 2000-2006
Project Goal Utilization Analysis-ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2006								
2006	15244	\$344,139.96	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15245	\$406,601.06	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15246	\$423,954.24	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15247	\$300,403.35	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15248	\$494,836.35	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15249	\$548,022.20	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15250	\$475,400.77	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15251	\$557,830.46	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15252	\$626,340.61	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15253	\$606,359.71	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15256	\$54,743.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15292	\$6,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15293	\$6,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15294	\$15,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15424	\$164,627.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15425	\$20,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15427	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15429	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15430	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15434	\$175,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15435	\$150,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15436	\$175,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15438	\$225,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15441	\$250,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15442	\$300,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15444	\$225,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15447	\$250,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15448	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15487	\$6,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15488	\$6,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15495	\$147,900.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15530	\$1,112,509.85	\$0.00	0.00%	\$137,728.00	12.38%	\$137,728.00	12.38%
2006	15531	\$884,447.35	\$0.00	0.00%	\$147,140.10	16.64%	\$147,140.10	16.64%
2006	15532	\$1,197,816.05	\$0.00	0.00%	\$216,724.11	18.09%	\$216,724.11	18.09%
2006	15552	\$2,095,927.65	\$0.00	0.00%	\$223,997.00	10.69%	\$223,997.00	10.69%
2006	15553	\$188,169.04	\$0.00	0.00%	\$47,131.20	25.05%	\$47,131.20	25.05%
2006	15638	\$33,527.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15647	\$341,596.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15649	\$258,350.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15662	\$121,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
		\$252,187,234	\$789,136	0.31%	\$30,824,145	12.22%	\$30,035,009	11.91%
TOTALS		\$1,592,331,094	\$16,092,183	1.01%	\$173,728,273	10.91%	\$157,636,090	9.90%

Source: Montana Department of Transportation for the period of October 1, 1999 through September 30, 2006.

5.5.1 Business Categories Combined DBE Goal Comparison - FY2000-2005 vs. FY2006

During FY2000 through FY2005 the MDT operated a race conscious/race neutral DBE Program by setting goals on specific projects. Exhibit 5-9 shows that during this time period a total of 1292 contracts were awarded with 97 having assigned DBE goals. The total dollar amount of contracts awarded during this period was over \$1.3 billion of which the MDT projected that DBEs would be awarded approximately \$15 million or 1.14 percent of the total federal dollars expended. The actual contracts awarded to DBEs were over \$142 million or 10.66 percent of the total federal dollars expended. This total includes 1195 contracts that did not have an assigned goal. DBEs received over \$87.8 million or 9.80 percent of the total contract dollars awarded without assigned goals.

During FY2006 a total of 167 contracts were awarded with three having assigned DBE goals. All three contracts awarded were Construction projects. The decrease in projects with assigned goals is the result of the MDT using zero DBE goals on projects; this change was effective January 10, 2006. As a result, the MDT operated a race neutral DBE program for the remainder of FY2006.

The total dollar amount of contracts awarded during FY2006 was over \$252 million of which over \$30 million or 12.22 percent were awarded to DBEs. The remaining 164 contracts without assigned goals totaled over \$224 million, of which 78 were awarded to DBEs. Of this amount, DBEs received over \$29 million or 13.36 percent of the total contract dollars awarded without assigned goals.

The following sections provide the results of the project goal analyses conducted for each business category.

5.5.2 Construction

Exhibit 5-10 shows that the MDT projected an average DBE goal of over \$16 million or 1.09 percent and awarded over \$172 million or 11.71 percent of the total amount of federally funded dollars expended on Construction projects to DBEs. The following is a summary by fiscal year of the projected and achieved DBE goals for Construction projects awarded by the MDT:

Fiscal Year	Total Contract Dollars	Contract Goal Amount	Contract Goal %	Achieved Contract Goal Amount	Achieved Goal %
2000	\$ 189,561,006	\$0	0.00%	\$ 16,086,029	8.49%
2001	\$ 230,016,897	\$ 2,186,808	0.95%	\$ 29,785,167	12.94%
2002	\$ 191,825,996	\$ 3,258,984	1.70%	\$ 21,541,412	11.23%
2003	\$ 218,435,916	\$ 3,147,432	1.44%	\$ 28,117,521	12.87%
2004	\$ 192,025,823	\$ 1,982,438	1.03%	\$ 22,126,206	11.52%
2005	\$ 216,179,434	\$ 4,678,232	2.16%	\$ 24,385,824	11.28%
2006	\$ 237,695,728	\$ 789,136	0.33%	\$ 30,821,087	12.97%

Totals	\$1,475,740,801	\$16,043,030	1.09%	\$172,863,246	11.71%
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Exhibit 5-9
DBE Project Goal Utilization Analysis
Business Categories Combined
Montana Department of Transportation
FY2000 - FY2006

Fiscal Year	Total # of Contracts	Total Contract Dollars Awarded	DBE Assigned Goal	Projected DBE Goal Amount	Actual DBE Goal Achieved	Actual DBE Goal Amount Achieved	Total # of Contracts w/ Goals	Total Contract Dollars Awarded w/Goals	Total DBE Dollars	Percent of Total Contract Dollars w/Goals Awarded to DBEs	Total # of Contracts w/out Goals	Total Contract Dollars Awarded w/out Goals	Total # of Contracts w/out Goals Awarded to DBEs	Total Contract Dollars w/out Goals Awarded to DBEs	Total DBE Dollars	Percent of Total Contract Dollars w/out Goals Awarded to DBEs
2000	189	\$199,875,019	0.01%	\$11,686	8.16%	\$16,308,602	1	\$584,289	\$48,833	8.36%	188	\$199,290,730	81	\$171,063,522	\$16,259,769	8.16%
2001	240	\$245,306,712	0.89%	\$2,186,808	12.22%	\$29,974,313	22	\$49,351,055	\$3,984,169	8.07%	218	\$195,955,658	79	\$171,613,958	\$25,990,144	13.26%
2002	207	\$217,129,216	1.51%	\$3,288,542	10.03%	\$21,784,332	21	\$69,558,217	\$9,389,184	13.50%	186	\$147,570,999	72	\$118,758,967	\$12,395,147	8.40%
2003	223	\$235,293,250	1.34%	\$3,147,432	11.96%	\$28,135,463	26	\$123,949,581	\$14,410,390	11.63%	197	\$111,343,668	56	\$75,396,211	\$13,725,073	12.33%
2004	253	\$212,266,609	0.93%	\$1,982,438	10.47%	\$22,234,171	11	\$67,918,524	\$10,879,620	16.02%	242	\$144,348,085	83	\$98,548,872	\$11,354,551	7.87%
2005	180	\$230,273,054	2.04%	\$4,686,141	10.63%	\$24,467,247	16	\$132,811,330	\$16,386,250	12.34%	164	\$97,461,725	55	\$58,361,474	\$8,080,998	8.29%
Subtotal	1292	\$1,340,143,860	1.14%	\$15,303,047	10.66%	\$142,904,128	97	\$444,172,996	\$55,098,446	12.40%	1195	\$895,970,865	426	\$693,743,004	\$87,805,682	9.80%
2006	167	\$252,187,234	0.31%	\$789,136	12.22%	\$30,824,145	3	\$28,163,078	\$895,838	3.18%	164	\$224,024,157	78	\$196,183,701	\$29,928,307	13.36%
Total	1459	\$1,592,331,094	1.01%	\$16,092,183	10.91%	\$173,728,273	100	\$472,336,074	\$55,994,285	11.85%	1359	\$1,119,995,020	504	\$889,926,705	\$117,733,989	10.51%

Source: Montana Department of Transportation for the period of October 1, 1999 through September 30, 2006.

Exhibit 5-10
Construction
Fiscal Years 2000-2006
Project Goal Utilization Analysis - ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2000								
2000	10745	\$648,971.75	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	10746	\$348,072.51	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	10748	\$487,155.78	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	10749	\$2,855,883.42	\$0.00	0.00%	\$311,250.23	10.90%	\$311,250.23	10.90%
2000	10750	\$4,617,267.91	\$0.00	0.00%	\$298,813.67	6.47%	\$298,813.67	6.47%
2000	10753	\$1,248,556.05	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	10754	\$1,582,675.84	\$0.00	0.00%	\$141,102.60	8.92%	\$141,102.60	8.92%
2000	10755	\$7,084,784.14	\$0.00	0.00%	\$537,418.66	7.59%	\$537,418.66	7.59%
2000	10762	\$2,535,897.29	\$0.00	0.00%	\$184,785.79	7.29%	\$184,785.79	7.29%
2000	10783	\$246,400.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	10784	\$387,727.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	10785	\$217,144.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12100	\$95,725.09	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12103	\$91,188.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12104	\$26,470.60	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12106	\$216,363.97	\$0.00	0.00%	\$1,900.00	0.88%	\$1,900.00	0.88%
2000	12107	\$104,578.21	\$0.00	0.00%	\$3,138.00	3.00%	\$3,138.00	3.00%
2000	12108	\$19,293.32	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12109	\$1,850.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12110	\$31,817.50	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12111	\$49,459.81	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12113	\$768,792.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12114	\$58,801.68	\$0.00	0.00%	\$588.02	1.00%	\$588.02	1.00%
2000	12115	\$12,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12116	\$79,590.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12117	\$336,955.75	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12118	\$66,950.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12121	\$159,898.05	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12122	\$312,045.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12124	\$69,975.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12125	\$29,857.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12622	\$2,381,609.30	\$0.00	0.00%	\$135,150.94	5.67%	\$135,150.94	5.67%
2000	12629	\$408,006.48	\$0.00	0.00%	\$42,030.70	10.30%	\$42,030.70	10.30%
2000	12635	\$15,566.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12636	\$11,600.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12637	\$74,429.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12638	\$57,316.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12639	\$15,980.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12640	\$76,427.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12641	\$77,765.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12642	\$28,809.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12643	\$76,818.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12645	\$35,531.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12646	\$55,089.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	14153	\$6,171,378.67	\$0.00	0.00%	\$1,775,051.18	28.76%	\$1,775,051.18	28.76%
2000	14159	\$3,145,343.10	\$0.00	0.00%	\$439,686.09	13.98%	\$439,686.09	13.98%
2000	14170	\$1,558,795.55	\$0.00	0.00%	\$219,811.23	14.10%	\$219,811.23	14.10%
2000	14194	\$1,426,028.03	\$0.00	0.00%	\$42,958.04	3.01%	\$42,958.04	3.01%
2000	14202	\$1,673,064.46	\$0.00	0.00%	\$21,480.04	1.28%	\$21,480.04	1.28%
2000	14212	\$62,115.25	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	14217	\$173,675.00	\$0.00	0.00%	\$17,800.00	10.25%	\$17,800.00	10.25%
2000	14224	\$1,248,556.05	\$0.00	0.00%	\$152,793.80	12.24%	\$152,793.80	12.24%
2000	14229	\$224,046.63	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	14243	\$512,220.40	\$0.00	0.00%	\$37,697.30	7.36%	\$37,697.30	7.36%

Exhibit 5-10 (Continued)
Construction
Fiscal Years 2000-2006
Project Goal Utilization Analysis - ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2000								
2000	14247	\$52,704.33	\$0.00	0.00%	\$11,885.40	22.55%	\$11,885.40	22.55%
2000	14254	\$5,713,400.93	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	14257	\$1,092,153.75	\$0.00	0.00%	\$61,978.24	5.67%	\$61,978.24	5.67%
2000	14266	\$448,846.44	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	14268	\$1,264,433.15	\$0.00	0.00%	\$152,795.33	12.08%	\$152,795.33	12.08%
2000	14288	\$2,624,902.52	\$0.00	0.00%	\$33,767.87	1.29%	\$33,767.87	1.29%
2000	14293	\$624,361.02	\$0.00	0.00%	\$45,204.57	7.24%	\$45,204.57	7.24%
2000	14323	\$182,483.00	\$0.00	0.00%	\$45,400.90	24.88%	\$45,400.90	24.88%
2000	14330	\$3,243,283.29	\$0.00	0.00%	\$735,911.41	22.69%	\$735,911.41	22.69%
2000	14337	\$4,840,000.99	\$0.00	0.00%	\$184,324.48	3.81%	\$184,324.48	3.81%
2000	14348	\$173,737.50	\$0.00	0.00%	\$51,758.92	29.79%	\$51,758.92	29.79%
2000	14351	\$300,275.00	\$0.00	0.00%	\$10,538.00	3.51%	\$10,538.00	3.51%
2000	14357	\$541,581.70	\$0.00	0.00%	\$72,444.35	13.38%	\$72,444.35	13.38%
2000	14363	\$217,542.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	14369	\$579,413.16	\$0.00	0.00%	\$91,317.90	15.76%	\$91,317.90	15.76%
2000	14370	\$147,217.05	\$0.00	0.00%	\$6,343.00	4.31%	\$6,343.00	4.31%
2000	14376	\$11,306,051.05	\$0.00	0.00%	\$1,678,802.41	14.85%	\$1,678,802.41	14.85%
2000	14382	\$976,726.60	\$0.00	0.00%	\$18,530.16	1.90%	\$18,530.16	1.90%
2000	14383	\$67,219.85	\$0.00	0.00%	\$11,357.72	16.90%	\$11,357.72	16.90%
2000	14387	\$1,419,850.73	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	14395	\$1,249,585.30	\$0.00	0.00%	\$39,564.66	3.17%	\$39,564.66	3.17%
2000	14400	\$461,212.80	\$0.00	0.00%	\$73,265.40	15.89%	\$73,265.40	15.89%
2000	14426	\$70,607.10	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	14430	\$2,174,378.61	\$0.00	0.00%	\$270,224.16	12.43%	\$270,224.16	12.43%
2000	14435	\$3,122,719.13	\$0.00	0.00%	\$245,923.53	7.88%	\$245,923.53	7.88%
2000	14439	\$1,348,187.66	\$0.00	0.00%	\$308,974.49	22.92%	\$308,974.49	22.92%
2000	14444	\$8,891,442.77	\$0.00	0.00%	\$878,475.08	9.88%	\$878,475.08	9.88%
2000	14449	\$462,392.10	\$0.00	0.00%	\$91,286.04	19.74%	\$91,286.04	19.74%
2000	14459	\$1,664,141.10	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	14464	\$5,321,021.13	\$0.00	0.00%	\$857,043.40	16.11%	\$857,043.40	16.11%
2000	14465	\$2,417,850.17	\$0.00	0.00%	\$125,446.49	5.19%	\$125,446.49	5.19%
2000	14471	\$2,535,897.29	\$0.00	0.00%	\$795,027.67	31.35%	\$795,027.67	31.35%
2000	14477	\$1,582,675.84	\$0.00	0.00%	\$141,102.60	8.92%	\$141,102.60	8.92%
2000	14481	\$2,496,764.20	\$0.00	0.00%	\$137,774.10	5.52%	\$137,774.10	5.52%
2000	14492	\$1,508,781.95	\$0.00	0.00%	\$226,918.30	15.04%	\$226,918.30	15.04%
2000	14510	\$1,062,068.30	\$0.00	0.00%	\$42,607.12	4.01%	\$42,607.12	4.01%
2000	14520	\$365,630.26	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	14527	\$6,078,234.65	\$0.00	0.00%	\$151,235.16	2.49%	\$151,235.16	2.49%
2000	14532	\$4,655,180.11	\$0.00	0.00%	\$54,520.00	1.17%	\$54,520.00	1.17%
2000	14542	\$1,234,691.00	\$0.00	0.00%	\$104,743.34	8.48%	\$104,743.34	8.48%
2000	14569	\$328,622.24	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	14579	\$2,582,575.36	\$0.00	0.00%	\$269,533.20	10.44%	\$269,533.20	10.44%
2000	14584	\$411,571.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	14599	\$977,391.80	\$0.00	0.00%	\$21,762.45	2.23%	\$21,762.45	2.23%
2000	14600	\$7,084,784.14	\$0.00	0.00%	\$630,495.27	8.90%	\$630,495.27	8.90%
2000	14615	\$7,017,632.35	\$0.00	0.00%	\$400,771.15	5.71%	\$400,771.15	5.71%
2000	14617	\$4,171,266.88	\$0.00	0.00%	\$524,693.71	12.58%	\$524,693.71	12.58%
2000	14636	\$2,693,265.24	\$0.00	0.00%	\$96,727.56	3.59%	\$96,727.56	3.59%
2000	14637	\$1,570,313.30	\$0.00	0.00%	\$134,003.50	8.53%	\$134,003.50	8.53%
2000	14640	\$11,889.60	\$0.00	0.00%	\$5,761.50	48.46%	\$5,761.50	48.46%
2000	14644	\$2,270,871.72	\$0.00	0.00%	\$25,761.50	1.13%	\$25,761.50	1.13%
2000	14645	\$648,971.75	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	14650	\$3,266,693.80	\$0.00	0.00%	\$258,434.70	7.91%	\$258,434.70	7.91%
2000	14655	\$2,121,212.12	\$0.00	0.00%	\$60,652.00	2.86%	\$60,652.00	2.86%

Exhibit 5-10 (Continued)
Construction
Fiscal Years 2000-2006
Project Goal Utilization Analysis - ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2000								
2000	14665	\$68,923.74	\$0.00	0.00%	\$3,719.00	5.40%	\$3,719.00	5.40%
2000	14669	\$823,781.62	\$0.00	0.00%	\$29,696.44	3.60%	\$29,696.44	3.60%
2000	14694	\$1,848,513.37	\$0.00	0.00%	\$34,076.33	1.84%	\$34,076.33	1.84%
2000	14695	\$63,499.81	\$0.00	0.00%	\$7,010.70	11.04%	\$7,010.70	11.04%
2000	14699	\$348,072.51	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	14728	\$402,625.08	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	14788	\$1,149,997.65	\$0.00	0.00%	\$194,457.55	16.91%	\$194,457.55	16.91%
2000	14790	\$2,548,462.73	\$0.00	0.00%	\$175,898.48	6.90%	\$175,898.48	6.90%
2000	14805	\$67,362.75	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	14819	\$363,359.18	\$0.00	0.00%	\$118,065.10	32.49%	\$118,065.10	32.49%
2000	14822	\$708,178.03	\$0.00	0.00%	\$236,099.54	33.34%	\$236,099.54	33.34%
2000	14834	\$7,022,656.75	\$0.00	0.00%	\$434,002.54	6.18%	\$434,002.54	6.18%
2000	14885	\$35,166.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	14886	\$36,247.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	14887	\$84,500.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	14888	\$38,450.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	14889	\$46,732.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	14890	\$95,465.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	14891	\$15,300.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	14892	\$21,921.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	14893	\$21,347.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	14894	\$17,596.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	15306	\$748,662.29	\$0.00	0.00%	\$111,812.54	14.93%	\$111,812.54	14.93%
2000	15314	\$801,973.06	\$0.00	0.00%	\$117,977.88	14.71%	\$117,977.88	14.71%
2000	15317	\$196,542.50	\$0.00	0.00%	\$11,668.36	5.94%	\$11,668.36	5.94%
2000	15335	\$282,102.50	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	15344	\$394,060.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	15346	\$272,107.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	15348	\$333,220.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	15351	\$500,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	15355	\$448,325.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	15356	\$252,873.24	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	15363	\$199,220.00	\$0.00	0.00%	\$63,000.00	31.62%	\$63,000.00	31.62%
2000	15373	\$5,234,262.15	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	15660	\$90,479.08	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
		\$189,561,006	\$0	0.00%	\$16,086,029	8.49%	\$16,086,029	8.49%
2001								
2001	10817	\$10,642,286.75	\$0.00	0.00%	\$5,517,757.13	51.85%	\$5,517,757.13	51.85%
2001	10860	\$463,172.63	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	10863	\$3,153,678.10	\$315,367.81	10.00%	\$587,977.57	18.64%	\$272,609.76	8.64%
2001	11374	\$214,029.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	11375	\$294,625.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	11376	\$234,700.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	11395	\$5,843,595.00	\$321,397.73	5.50%	\$0.00	0.00%	(\$321,397.73)	-5.50%
2001	12127	\$140,132.75	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12128	\$16,610.25	\$0.00	0.00%	\$900.00	5.42%	\$900.00	5.42%
2001	12129	\$46,903.60	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12130	\$76,920.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12131	\$122,249.50	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12132	\$119,775.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12133	\$216,476.50	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12134	\$9,985.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12136	\$83,428.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12137	\$53,541.10	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%

Exhibit 5-10 (Continued)
Construction
Fiscal Years 2000-2006
Project Goal Utilization Analysis - ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2001								
2001	12138	\$103,019.56	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12139	\$779,801.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12140	\$580,293.24	\$0.00	0.00%	\$1,250.00	0.22%	\$1,250.00	0.22%
2001	12141	\$99,936.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12142	\$563,788.83	\$0.00	0.00%	\$20,000.00	3.55%	\$20,000.00	3.55%
2001	12143	\$58,987.85	\$0.00	0.00%	\$4,121.10	6.99%	\$4,121.10	6.99%
2001	12144	\$88,380.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12145	\$36,931.77	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12146	\$4,520.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12148	\$162,070.10	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12149	\$177,554.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12150	\$71,375.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12151	\$118,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12152	\$65,752.25	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12623	\$67,394.36	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12630	\$6,027,748.65	\$0.00	0.00%	\$343,024.89	5.69%	\$343,024.89	5.69%
2001	12631	\$177,858.53	\$0.00	0.00%	\$31,091.16	17.48%	\$31,091.16	17.48%
2001	14154	\$3,273,863.55	\$163,693.18	5.00%	\$196,652.81	6.01%	\$32,959.63	1.01%
2001	14158	\$336,696.85	\$0.00	0.00%	\$30,966.20	9.20%	\$30,966.20	9.20%
2001	14160	\$213,639.00	\$2,136.39	1.00%	\$10,521.00	4.92%	\$8,384.61	3.92%
2001	14178	\$362,642.40	\$0.00	0.00%	\$20,502.40	5.65%	\$20,502.40	5.65%
2001	14190	\$348,225.00	\$24,375.75	7.00%	\$45,764.53	13.14%	\$21,388.78	6.14%
2001	14195	\$7,095,157.81	\$0.00	0.00%	\$3,382,035.79	47.67%	\$3,382,035.79	47.67%
2001	14203	\$1,765,771.78	\$0.00	0.00%	\$369,944.85	20.95%	\$369,944.85	20.95%
2001	14208	\$4,293,493.46	\$214,674.67	5.00%	\$348,875.58	8.13%	\$134,200.91	3.13%
2001	14213	\$2,137,276.20	\$0.00	0.00%	\$122,723.40	5.74%	\$122,723.40	5.74%
2001	14218	\$3,798,195.46	\$0.00	0.00%	\$155,147.70	4.08%	\$155,147.70	4.08%
2001	14225	\$5,243,251.21	\$0.00	0.00%	\$481,540.40	9.18%	\$481,540.40	9.18%
2001	14230	\$3,217,379.18	\$0.00	0.00%	\$374,175.35	11.63%	\$374,175.35	11.63%
2001	14231	\$2,691,176.35	\$0.00	0.00%	\$134,749.59	5.01%	\$134,749.59	5.01%
2001	14238	\$9,038,202.05	\$0.00	0.00%	\$222,656.25	2.46%	\$222,656.25	2.46%
2001	14244	\$871,751.20	\$0.00	0.00%	\$274,327.98	31.47%	\$274,327.98	31.47%
2001	14248	\$149,511.91	\$0.00	0.00%	\$9,191.00	6.15%	\$9,191.00	6.15%
2001	14251	\$122,620.10	\$0.00	0.00%	\$22,121.00	18.04%	\$22,121.00	18.04%
2001	14258	\$3,142,391.51	\$0.00	0.00%	\$1,020,856.58	32.49%	\$1,020,856.58	32.49%
2001	14269	\$837,948.12	\$0.00	0.00%	\$67,437.52	8.05%	\$67,437.52	8.05%
2001	14273	\$5,343,464.13	\$0.00	0.00%	\$336,729.16	6.30%	\$336,729.16	6.30%
2001	14274	\$356,356.85	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14280	\$1,486,070.90	\$0.00	0.00%	\$113,524.00	7.64%	\$113,524.00	7.64%
2001	14290	\$2,833,761.20	\$0.00	0.00%	\$65,981.74	2.33%	\$65,981.74	2.33%
2001	14298	\$6,485,033.71	\$0.00	0.00%	\$3,414,138.52	52.65%	\$3,414,138.52	52.65%
2001	14308	\$782,576.85	\$0.00	0.00%	\$316,356.91	40.43%	\$316,356.91	40.43%
2001	14313	\$6,409,592.00	\$0.00	0.00%	\$343,863.10	5.36%	\$343,863.10	5.36%
2001	14319	\$1,904,197.52	\$0.00	0.00%	\$127,244.64	6.68%	\$127,244.64	6.68%
2001	14331	\$163,720.10	\$0.00	0.00%	\$12,735.00	7.78%	\$12,735.00	7.78%
2001	14342	\$2,159,610.25	\$0.00	0.00%	\$199,371.99	9.23%	\$199,371.99	9.23%
2001	14349	\$4,929,743.00	\$123,243.58	2.50%	\$543,970.62	11.03%	\$420,727.05	8.53%
2001	14352	\$1,266,323.72	\$31,658.09	2.50%	\$49,593.91	3.92%	\$17,935.82	1.42%
2001	14358	\$3,786,455.20	\$18,932.28	0.50%	\$27,810.25	0.73%	\$8,877.97	0.23%
2001	14364	\$1,593,197.35	\$15,931.97	1.00%	\$228,251.44	14.33%	\$212,319.47	13.33%
2001	14371	\$818,783.58	\$40,939.18	5.00%	\$58,025.31	7.09%	\$17,086.13	2.09%
2001	14389	\$1,935,631.51	\$0.00	0.00%	\$244,938.84	12.65%	\$244,938.84	12.65%
2001	14396	\$2,855,014.29	\$0.00	0.00%	\$59,560.59	2.09%	\$59,560.59	2.09%
2001	14412	\$3,099,999.99	\$0.00	0.00%	\$515,151.53	16.62%	\$515,151.53	16.62%

Exhibit 5-10 (Continued)
Construction
Fiscal Years 2000-2006
Project Goal Utilization Analysis - ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2001								
2001	14431	\$3,222,322.07	\$161,116.10	5.00%	\$386,744.96	12.00%	\$225,628.86	7.00%
2001	14440	\$2,718,446.78	\$163,106.81	6.00%	\$392,281.13	14.43%	\$229,174.32	8.43%
2001	14445	\$25,275.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14453	\$2,909,949.80	\$0.00	0.00%	\$319,531.27	10.98%	\$319,531.27	10.98%
2001	14478	\$2,980,506.55	\$89,415.20	3.00%	\$276,899.00	9.29%	\$187,483.80	6.29%
2001	14482	\$600,557.93	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14488	\$289,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14506	\$1,236,836.60	\$24,736.73	2.00%	\$36,885.96	2.98%	\$12,149.23	0.98%
2001	14516	\$6,131,635.16	\$0.00	0.00%	\$913,458.78	14.90%	\$913,458.78	14.90%
2001	14522	\$3,614,321.10	\$0.00	0.00%	\$381,191.68	10.55%	\$381,191.68	10.55%
2001	14543	\$703,871.60	\$0.00	0.00%	\$83,610.32	11.88%	\$83,610.32	11.88%
2001	14548	\$2,252,774.83	\$157,694.24	7.00%	\$289,097.00	12.83%	\$131,402.76	5.83%
2001	14549	\$32,035.05	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14553	\$548,016.69	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14556	\$315,450.10	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14563	\$115,682.60	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14566	\$8,831,903.05	\$0.00	0.00%	\$110,902.92	1.26%	\$110,902.92	1.26%
2001	14573	\$8,527,271.35	\$0.00	0.00%	\$576,247.12	6.76%	\$576,247.12	6.76%
2001	14610	\$1,952,930.00	\$48,823.25	2.50%	\$89,456.00	4.58%	\$40,632.75	2.08%
2001	14616	\$2,779,868.30	\$138,993.42	5.00%	\$134,337.30	4.83%	(\$4,656.12)	-0.17%
2001	14618	\$19,697.26	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14623	\$3,399,299.65	\$0.00	0.00%	\$467,000.96	13.74%	\$467,000.96	13.74%
2001	14626	\$345,707.19	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14630	\$1,749,409.23	\$0.00	0.00%	\$97,745.55	5.59%	\$97,745.55	5.59%
2001	14632	\$1,240,230.82	\$0.00	0.00%	\$263,870.16	21.28%	\$263,870.16	21.28%
2001	14641	\$1,588,107.47	\$0.00	0.00%	\$169,801.00	10.69%	\$169,801.00	10.69%
2001	14656	\$19,311.97	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14662	\$64,985.70	\$0.00	0.00%	\$3,716.10	5.72%	\$3,716.10	5.72%
2001	14666	\$1,672,569.45	\$0.00	0.00%	\$131,049.94	7.84%	\$131,049.94	7.84%
2001	14670	\$592,949.00	\$17,788.47	3.00%	\$53,550.00	9.03%	\$35,761.53	6.03%
2001	14677	\$3,225,039.44	\$0.00	0.00%	\$707,600.12	21.94%	\$707,600.12	21.94%
2001	14690	\$2,360,221.12	\$0.00	0.00%	\$570,343.27	24.16%	\$570,343.27	24.16%
2001	14696	\$1,674,455.61	\$0.00	0.00%	\$21,062.20	1.26%	\$21,062.20	1.26%
2001	14707	\$230,825.88	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14714	\$377,345.33	\$5,660.18	1.50%	\$33,023.43	8.75%	\$27,363.25	7.25%
2001	14719	\$855,650.52	\$0.00	0.00%	\$12,630.24	1.48%	\$12,630.24	1.48%
2001	14725	\$149,193.82	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14787	\$38,829.60	\$0.00	0.00%	\$13,518.35	34.81%	\$13,518.35	34.81%
2001	14798	\$289,933.50	\$0.00	0.00%	\$3,586.50	1.24%	\$3,586.50	1.24%
2001	14804	\$3,883,120.10	\$0.00	0.00%	\$253,949.67	6.54%	\$253,949.67	6.54%
2001	14811	\$463,172.63	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14815	\$376,354.70	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14821	\$678,566.50	\$0.00	0.00%	\$76,540.63	11.28%	\$76,540.63	11.28%
2001	14832	\$1,237,273.00	\$0.00	0.00%	\$35,716.40	2.89%	\$35,716.40	2.89%
2001	14837	\$2,837,364.08	\$0.00	0.00%	\$443,527.93	15.63%	\$443,527.93	15.63%
2001	14840	\$921,217.21	\$27,636.52	3.00%	\$101,518.00	11.02%	\$73,881.48	8.02%
2001	14849	\$7,682,909.91	\$0.00	0.00%	\$1,148,001.03	14.94%	\$1,148,001.03	14.94%
2001	14854	\$7,480.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14860	\$14,499.05	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14863	\$222,979.30	\$0.00	0.00%	\$5,617.50	2.52%	\$5,617.50	2.52%
2001	14865	\$562,009.66	\$0.00	0.00%	\$16,668.00	2.97%	\$16,668.00	2.97%
2001	14869	\$794,861.25	\$79,486.13	10.00%	\$92,933.35	11.69%	\$13,447.23	1.69%
2001	14895	\$15,084.80	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14896	\$119,208.75	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%

Exhibit 5-10 (Continued)
Construction
Fiscal Years 2000-2006
Project Goal Utilization Analysis - ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2001								
2001	14898	\$17,766.50	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14899	\$359,636.00	\$0.00	0.00%	\$29,950.00	8.33%	\$29,950.00	8.33%
2001	14900	\$156,600.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14901	\$24,400.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14902	\$28,800.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14903	\$91,400.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14904	\$91,172.90	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14906	\$107,316.39	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14909	\$82,191.04	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14910	\$46,667.50	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14913	\$70,601.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14914	\$337,494.94	\$0.00	0.00%	\$42,500.00	12.59%	\$42,500.00	12.59%
2001	14916	\$464,430.00	\$0.00	0.00%	\$14,980.55	3.23%	\$14,980.55	3.23%
2001	14917	\$627,379.74	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14918	\$410,607.70	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14919	\$476,120.54	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14920	\$1,288,527.83	\$0.00	0.00%	\$20,738.28	1.61%	\$20,738.28	1.61%
2001	14922	\$58,823.13	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14923	\$60,657.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14924	\$64,900.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14925	\$18,475.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14927	\$19,662.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14928	\$535,130.80	\$0.00	0.00%	\$47,193.00	8.82%	\$47,193.00	8.82%
2001	14929	\$59,711.72	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14930	\$24,027.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14931	\$32,911.29	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14932	\$45,099.82	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14933	\$37,100.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14934	\$59,264.22	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14935	\$37,609.40	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14936	\$31,297.75	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14937	\$28,697.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14938	\$33,381.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14939	\$18,960.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14943	\$13,299.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14944	\$156,340.80	\$0.00	0.00%	\$17,000.00	10.87%	\$17,000.00	10.87%
2001	14945	\$124,262.81	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14946	\$11,225.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14947	\$37,886.08	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14948	\$35,388.55	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14949	\$69,527.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14950	\$49,739.68	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14952	\$56,686.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	14953	\$31,640.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	15297	\$2,739,747.73	\$0.00	0.00%	\$408,981.73	14.93%	\$408,981.73	14.93%
2001	15312	\$17,790.57	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	15336	\$365,801.50	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	15338	\$486,693.75	\$0.00	0.00%	\$9,650.00	1.98%	\$9,650.00	1.98%
2001	15342	\$229,950.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	15347	\$334,575.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	15349	\$538,850.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	15352	\$437,485.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	15464	\$50,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	15555	\$410,864.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%

Exhibit 5-10 (Continued)
Construction
Fiscal Years 2000-2006
Project Goal Utilization Analysis - ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2001								
2001	15579	\$74,987.50	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	15580	\$334,575.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
		\$230,016,897	\$2,186,808	0.95%	\$29,758,167	12.94%	\$27,571,359	11.99%
2002								
2002	11402	\$180,481.55	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	11416	\$536,689.28	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	11428	\$2,797,999.00	\$0.00	0.00%	\$59,001.50	2.11%	\$59,001.50	2.11%
2002	11440	\$5,981,696.53	\$0.00	0.00%	\$504,557.46	8.44%	\$504,557.46	8.44%
2002	11442	\$1,360,183.92	\$0.00	0.00%	\$134,501.25	9.89%	\$134,501.25	9.89%
2002	11468	\$452,642.10	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	11469	\$323,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	11498	\$4,003,627.27	\$0.00	0.00%	\$57,572.36	1.44%	\$57,572.36	1.44%
2002	12624	\$1,687,791.13	\$0.00	0.00%	\$79,994.80	4.74%	\$79,994.80	4.74%
2002	12632	\$1,927,582.65	\$0.00	0.00%	\$235,671.68	12.23%	\$235,671.68	12.23%
2002	12718	\$28,276.80	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12719	\$546,096.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12720	\$155,355.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12721	\$74,045.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12722	\$23,324.50	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12723	\$49,968.76	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12724	\$141,872.70	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12725	\$127,429.29	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12726	\$16,488.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12727	\$99,075.51	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12728	\$56,623.32	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12729	\$594,352.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12730	\$70,228.74	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12731	\$36,309.60	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	14155	\$5,165,344.40	\$0.00	0.00%	\$302,761.44	5.86%	\$302,761.44	5.86%
2002	14161	\$672,462.20	\$0.00	0.00%	\$103,986.97	15.46%	\$103,986.97	15.46%
2002	14165	\$3,788,162.47	\$378,816.25	10.00%	\$470,984.00	12.43%	\$92,167.75	2.43%
2002	14171	\$1,132,245.20	\$0.00	0.00%	\$224,218.80	19.80%	\$224,218.80	19.80%
2002	14185	\$9,073,542.63	\$317,573.99	3.50%	\$1,038,052.92	11.44%	\$720,478.93	7.94%
2002	14191	\$158,158.50	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	14192	\$24,444.72	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	14197	\$11,751,483.71	\$470,059.35	4.00%	\$624,722.23	5.32%	\$154,662.88	1.32%
2002	14226	\$3,680,204.78	\$0.00	0.00%	\$602,328.34	16.37%	\$602,328.34	16.37%
2002	14232	\$978,959.98	\$0.00	0.00%	\$44,058.00	4.50%	\$44,058.00	4.50%
2002	14239	\$671,353.80	\$0.00	0.00%	\$30,676.68	4.57%	\$30,676.68	4.57%
2002	14245	\$1,709,133.75	\$85,456.69	5.00%	\$242,907.98	14.21%	\$157,451.29	9.21%
2002	14255	\$37,540.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	14256	\$81,131.85	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	14264	\$1,309,071.00	\$0.00	0.00%	\$95,856.70	7.32%	\$95,856.70	7.32%
2002	14267	\$307,216.08	\$0.00	0.00%	\$8,149.35	2.65%	\$8,149.35	2.65%
2002	14270	\$1,062,712.20	\$0.00	0.00%	\$322,971.25	30.39%	\$322,971.25	30.39%
2002	14275	\$768,551.70	\$0.00	0.00%	\$45,542.30	5.93%	\$45,542.30	5.93%
2002	14283	\$1,061,094.49	\$0.00	0.00%	\$3,368.85	0.32%	\$3,368.85	0.32%
2002	14315	\$998,351.23	\$0.00	0.00%	\$115,351.62	11.55%	\$115,351.62	11.55%
2002	14326	\$567,375.95	\$0.00	0.00%	\$144,656.71	25.50%	\$144,656.71	25.50%
2002	14338	\$434,434.00	\$0.00	0.00%	\$138,559.00	31.89%	\$138,559.00	31.89%
2002	14343	\$3,975,011.53	\$0.00	0.00%	\$55,027.58	1.38%	\$55,027.58	1.38%
2002	14353	\$8,088,006.45	\$0.00	0.00%	\$2,257,982.78	27.92%	\$2,257,982.78	27.92%
2002	14372	\$966,215.25	\$28,986.46	3.00%	\$0.00	0.00%	(\$28,986.46)	-3.00%
2002	14377	\$4,064,873.88	\$203,243.69	5.00%	\$1,194,239.95	29.38%	\$990,996.26	24.38%

Exhibit 5-10 (Continued)
Construction
Fiscal Years 2000-2006
Project Goal Utilization Analysis - ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2002								
2002	14378	\$547,392.50	\$0.00	0.00%	\$3,692.75	0.67%	\$3,692.75	0.67%
2002	14413	\$907,773.55	\$0.00	0.00%	\$98,801.80	10.88%	\$98,801.80	10.88%
2002	14418	\$182,102.10	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	14422	\$85,871.47	\$0.00	0.00%	\$80,239.00	93.44%	\$80,239.00	93.44%
2002	14436	\$881,874.22	\$44,093.71	5.00%	\$229,344.70	26.01%	\$185,250.99	21.01%
2002	14437	\$399,379.00	\$13,978.27	3.50%	\$32,181.67	8.06%	\$18,203.41	4.56%
2002	14441	\$1,863,412.48	\$18,634.12	1.00%	\$53,725.20	2.88%	\$35,091.08	1.88%
2002	14467	\$442,247.31	\$0.00	0.00%	\$31,127.72	7.04%	\$31,127.72	7.04%
2002	14472	\$293,309.20	\$0.00	0.00%	\$69,887.00	23.83%	\$69,887.00	23.83%
2002	14483	\$97,565.00	\$0.00	0.00%	\$7,934.00	8.13%	\$7,934.00	8.13%
2002	14507	\$532,279.39	\$74,519.11	14.00%	\$76,592.50	14.39%	\$2,073.39	0.39%
2002	14511	\$6,597,489.70	\$0.00	0.00%	\$417,556.59	6.33%	\$417,556.59	6.33%
2002	14523	\$4,678,082.80	\$374,246.62	8.00%	\$595,802.57	12.74%	\$221,555.95	4.74%
2002	14533	\$598,191.70	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	14538	\$2,326,680.79	\$0.00	0.00%	\$456,208.79	19.61%	\$456,208.79	19.61%
2002	14544	\$1,769,836.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	14558	\$1,027,040.50	\$0.00	0.00%	\$259,201.74	25.24%	\$259,201.74	25.24%
2002	14564	\$1,199,336.36	\$35,980.09	3.00%	\$64,452.69	5.37%	\$28,472.60	2.37%
2002	14567	\$656,349.10	\$0.00	0.00%	\$57,247.12	8.72%	\$57,247.12	8.72%
2002	14574	\$3,761,168.04	\$150,446.72	4.00%	\$517,670.18	13.76%	\$367,223.46	9.76%
2002	14585	\$209,040.20	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	14601	\$766,230.01	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	14606	\$1,648,429.40	\$0.00	0.00%	\$168,582.10	10.23%	\$168,582.10	10.23%
2002	14611	\$2,174,091.04	\$0.00	0.00%	\$190,694.45	8.77%	\$190,694.45	8.77%
2002	14627	\$479,149.80	\$14,374.49	3.00%	\$57,351.05	11.97%	\$42,976.56	8.97%
2002	14633	\$144,422.22	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	14642	\$270,839.09	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	14646	\$536,689.28	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	14651	\$696,137.64	\$0.00	0.00%	\$45,580.26	6.55%	\$45,580.26	6.55%
2002	14657	\$3,814,172.68	\$0.00	0.00%	\$556,665.98	14.59%	\$556,665.98	14.59%
2002	14663	\$3,346,378.56	\$0.00	0.00%	\$388,820.30	11.62%	\$388,820.30	11.62%
2002	14671	\$4,003,627.27	\$0.00	0.00%	\$133,539.52	3.34%	\$133,539.52	3.34%
2002	14673	\$4,178,086.04	\$250,685.16	6.00%	\$275,238.61	6.59%	\$24,553.45	0.59%
2002	14697	\$4,754,718.83	\$0.00	0.00%	\$456,288.10	9.60%	\$456,288.10	9.60%
2002	14700	\$728,692.90	\$0.00	0.00%	\$219,640.30	30.14%	\$219,640.30	30.14%
2002	14704	\$2,797,999.00	\$0.00	0.00%	\$59,001.50	2.11%	\$59,001.50	2.11%
2002	14709	\$5,981,696.53	\$0.00	0.00%	\$562,385.70	9.40%	\$562,385.70	9.40%
2002	14715	\$681,758.02	\$0.00	0.00%	\$41,846.52	6.14%	\$41,846.52	6.14%
2002	14716	\$1,263,320.80	\$0.00	0.00%	\$89,893.00	7.12%	\$89,893.00	7.12%
2002	14720	\$256,564.00	\$0.00	0.00%	\$70,009.42	27.29%	\$70,009.42	27.29%
2002	14727	\$1,232,464.20	\$61,623.21	5.00%	\$84,880.45	6.89%	\$23,257.24	1.89%
2002	14793	\$5,843,595.47	\$321,397.75	5.50%	\$518,259.78	8.87%	\$196,862.03	3.37%
2002	14794	\$1,373,103.70	\$0.00	0.00%	\$98,418.80	7.17%	\$98,418.80	7.17%
2002	14799	\$87,391.80	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	14802	\$222,734.80	\$0.00	0.00%	\$7,000.00	3.14%	\$7,000.00	3.14%
2002	14812	\$1,285,752.60	\$0.00	0.00%	\$347,357.00	27.02%	\$347,357.00	27.02%
2002	14818	\$1,290,517.88	\$103,241.43	8.00%	\$115,678.07	8.96%	\$12,436.64	0.96%
2002	14829	\$396,111.80	\$0.00	0.00%	\$34,816.80	8.79%	\$34,816.80	8.79%
2002	14833	\$5,690,493.89	\$170,714.82	3.00%	\$546,515.56	9.60%	\$375,800.74	6.60%
2002	14841	\$236,401.60	\$0.00	0.00%	\$65,174.00	27.57%	\$65,174.00	27.57%
2002	14845	\$491,987.75	\$0.00	0.00%	\$99,767.10	20.28%	\$99,767.10	20.28%
2002	14847	\$41,510.63	\$0.00	0.00%	\$9,250.00	22.28%	\$9,250.00	22.28%
2002	14857	\$238,368.53	\$0.00	0.00%	\$41,262.00	17.31%	\$41,262.00	17.31%
2002	14864	\$1,360,183.92	\$0.00	0.00%	\$134,501.09	9.89%	\$134,501.09	9.89%

Exhibit 5-10 (Continued)
Construction
Fiscal Years 2000-2006
Project Goal Utilization Analysis - ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2002								
2002	14870	\$3,367,789.75	\$0.00	0.00%	\$138,904.85	4.12%	\$138,904.85	4.12%
2002	14875	\$4,697,074.40	\$140,912.23	3.00%	\$2,639,118.15	56.19%	\$2,498,205.92	53.19%
2002	14951	\$10,084.50	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	14954	\$27,670.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15031	\$10,540.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15033	\$7,977.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15034	\$72,607.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15035	\$21,200.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15036	\$802,231.50	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15037	\$40,865.12	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15040	\$3,421.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15041	\$5,600.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15042	\$94,825.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15043	\$55,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15044	\$19,549.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15113	\$11,469.33	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15115	\$2,475.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15118	\$35,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15119	\$8,700.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15120	\$52,458.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15121	\$16,754.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15122	\$57,287.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15124	\$32,895.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15125	\$681,693.70	\$0.00	0.00%	\$285,838.08	41.93%	\$285,838.08	41.93%
2002	15126	\$145,250.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15127	\$67,051.16	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15129	\$51,466.32	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15132	\$14,900.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15133	\$126,148.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15262	\$163,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15264	\$1,000,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15265	\$19,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15471	\$163,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15473	\$1,000,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15474	\$19,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15564	\$1,644,418.30	\$0.00	0.00%	\$133,758.52	8.13%	\$133,758.52	8.13%
2002	15565	\$521,831.00	\$0.00	0.00%	\$39,550.00	7.58%	\$39,550.00	7.58%
2002	15567	\$1,772,814.75	\$0.00	0.00%	\$180,118.25	10.16%	\$180,118.25	10.16%
2002	15568	\$285,120.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15569	\$185,755.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15570	\$1,292,186.70	\$0.00	0.00%	\$423,080.75	32.74%	\$423,080.75	32.74%
2002	15571	\$78,488.80	\$0.00	0.00%	\$13,457.80	17.15%	\$13,457.80	17.15%
2002	15572	\$83,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15573	\$299,230.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15574	\$389,425.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15575	\$499,917.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15576	\$153,718.75	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15577	\$268,370.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15578	\$279,475.00	\$0.00	0.00%	\$79,800.00	28.55%	\$79,800.00	28.55%
		\$191,825,996	\$3,258,984	1.70%	\$21,541,412.38	11.23%	\$18,282,428	9.53%
2003								
2003	10306	\$5,124,868.55	\$128,121.71	2.50%	\$486,108.51	9.49%	\$357,986.80	6.99%
2003	10650	\$1,342,264.43	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	10985	\$8,322,645.75	\$166,452.92	2.00%	\$0.00	0.00%	(\$166,452.92)	-2.00%

Exhibit 5-10 (Continued)
Construction
Fiscal Years 2000-2006
Project Goal Utilization Analysis - ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2003								
2003	11268	\$2,966,207.40	\$118,648.30	4.00%	\$215,328.30	7.26%	\$96,680.00	3.26%
2003	11507	\$491,197.50	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	11514	\$12,542,542.68	\$250,850.85	2.00%	\$412,259.39	3.29%	\$161,408.54	1.29%
2003	12168	\$21,402.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12169	\$63,897.96	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12171	\$133,864.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12172	\$74,388.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12173	\$97,800.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12174	\$183,537.37	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12176	\$24,600.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12177	\$29,650.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12178	\$149,753.71	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12179	\$75,575.94	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12180	\$96,872.60	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12181	\$79,250.00	\$0.00	0.00%	\$1,110.00	1.40%	\$1,110.00	1.40%
2003	12625	\$94,362.45	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12633	\$8,292,962.06	\$248,788.86	3.00%	\$3,813,251.83	45.98%	\$3,564,462.97	42.98%
2003	12732	\$91,784.24	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12733	\$68,571.10	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12734	\$57,700.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12735	\$44,820.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12736	\$26,650.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12737	\$53,173.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12738	\$33,444.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12739	\$18,682.70	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12740	\$32,410.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12741	\$290,864.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12742	\$1,024,882.00	\$0.00	0.00%	\$48,548.00	4.74%	\$48,548.00	4.74%
2003	12743	\$259,456.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12744	\$180,694.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12745	\$19,223.36	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12746	\$129,062.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12747	\$289,492.00	\$0.00	0.00%	\$25,950.00	8.96%	\$25,950.00	8.96%
2003	12749	\$22,185.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12750	\$30,999.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12751	\$213,350.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12752	\$183,751.56	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12753	\$165,956.46	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12754	\$231,916.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12755	\$359,544.50	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12756	\$688,039.10	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12757	\$350,577.67	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12758	\$262,484.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12759	\$370,134.79	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12760	\$312,072.03	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12761	\$532,813.66	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12762	\$73,425.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12763	\$68,048.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12764	\$73,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12765	\$98,288.40	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12766	\$40,832.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12767	\$75,067.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12768	\$420,341.20	\$0.00	0.00%	\$47,698.00	11.35%	\$47,698.00	11.35%
2003	12769	\$69,957.20	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%

Exhibit 5-10 (Continued)
Construction
Fiscal Years 2000-2006
Project Goal Utilization Analysis - ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2003								
2003	12771	\$205,862.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12772	\$32,921.88	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12773	\$164,850.20	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12774	\$33,008.56	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12775	\$82,700.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12776	\$33,200.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12777	\$9,700.69	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12778	\$14,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12788	\$278,147.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	14146	\$9,760,512.57	\$195,210.25	2.00%	\$2,198,669.49	22.53%	\$2,003,459.24	20.53%
2003	14162	\$93,610.48	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	14166	\$353,989.00	\$17,699.45	5.00%	\$100,101.58	28.28%	\$82,402.13	23.28%
2003	14179	\$16,306,928.23	\$0.00	0.00%	\$9,108,273.61	55.86%	\$9,108,273.61	55.86%
2003	14180	\$512,548.90	\$0.00	0.00%	\$53,124.50	10.36%	\$53,124.50	10.36%
2003	14186	\$323,670.21	\$0.00	0.00%	\$21,988.15	6.79%	\$21,988.15	6.79%
2003	14187	\$7,529,803.18	\$150,596.06	2.00%	\$788,232.46	10.47%	\$637,636.40	8.47%
2003	14205	\$5,322,348.78	\$53,223.49	1.00%	\$144,660.05	2.72%	\$91,436.56	1.72%
2003	14214	\$3,049,966.82	\$76,249.17	2.50%	\$181,252.22	5.94%	\$105,003.05	3.44%
2003	14219	\$3,849,800.00	\$76,996.00	2.00%	\$250,115.66	6.50%	\$173,119.66	4.50%
2003	14233	\$11,067.37	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	14240	\$2,350,695.60	\$82,274.35	3.50%	\$282,333.57	12.01%	\$200,059.22	8.51%
2003	14249	\$1,213,362.90	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	14252	\$802,508.75	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	14271	\$136,791.68	\$0.00	0.00%	\$9,820.00	7.18%	\$9,820.00	7.18%
2003	14276	\$340,800.34	\$0.00	0.00%	\$27,983.00	8.21%	\$27,983.00	8.21%
2003	14281	\$377,432.00	\$0.00	0.00%	\$19,500.00	5.17%	\$19,500.00	5.17%
2003	14306	\$236,962.10	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	14310	\$239,526.70	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	14327	\$471,471.92	\$21,216.24	4.50%	\$165,367.92	35.07%	\$144,151.68	30.57%
2003	14332	\$889,151.15	\$8,891.51	1.00%	\$28,708.19	3.23%	\$19,816.68	2.23%
2003	14344	\$2,177,751.18	\$0.00	0.00%	\$139,714.32	6.42%	\$139,714.32	6.42%
2003	14359	\$118,326.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	14366	\$508,267.32	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	14379	\$614,104.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	14391	\$4,818,862.88	\$240,943.14	5.00%	\$671,348.00	13.93%	\$430,404.86	8.93%
2003	14397	\$28,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	14423	\$749,722.40	\$0.00	0.00%	\$53,167.73	7.09%	\$53,167.73	7.09%
2003	14432	\$895,060.26	\$17,901.21	2.00%	\$127,967.62	14.30%	\$110,066.41	12.30%
2003	14442	\$142,559.01	\$0.00	0.00%	\$6,235.84	4.37%	\$6,235.84	4.37%
2003	14446	\$417,335.05	\$0.00	0.00%	\$14,042.66	3.36%	\$14,042.66	3.36%
2003	14447	\$612,919.90	\$0.00	0.00%	\$43,759.35	7.14%	\$43,759.35	7.14%
2003	14450	\$713,537.85	\$21,406.14	3.00%	\$191,816.11	26.88%	\$170,409.97	23.88%
2003	14455	\$1,351,557.67	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	14460	\$1,777,055.23	\$0.00	0.00%	\$476,288.71	26.80%	\$476,288.71	26.80%
2003	14473	\$51,568.70	\$0.00	0.00%	\$3,385.20	6.56%	\$3,385.20	6.56%
2003	14479	\$242,523.15	\$0.00	0.00%	\$19,516.11	8.05%	\$19,516.11	8.05%
2003	14484	\$931,425.00	\$0.00	0.00%	\$152,312.54	16.35%	\$152,312.54	16.35%
2003	14513	\$207,615.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	14524	\$1,197,964.41	\$0.00	0.00%	\$50,318.00	4.20%	\$50,318.00	4.20%
2003	14539	\$557,223.97	\$0.00	0.00%	\$33,258.82	5.97%	\$33,258.82	5.97%
2003	14545	\$1,155,161.35	\$23,103.23	2.00%	\$110,007.87	9.52%	\$86,904.64	7.52%
2003	14551	\$364,592.00	\$0.00	0.00%	\$17,210.27	4.72%	\$17,210.27	4.72%
2003	14554	\$1,658,566.84	\$0.00	0.00%	\$47,477.96	2.86%	\$47,477.96	2.86%
2003	14559	\$213,026.30	\$0.00	0.00%	\$11,484.55	5.39%	\$11,484.55	5.39%

Exhibit 5-10 (Continued)
Construction
Fiscal Years 2000-2006
Project Goal Utilization Analysis - ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2003								
2003	14575	\$38,029.50	\$0.00	0.00%	\$7,430.70	19.54%	\$7,430.70	19.54%
2003	14602	\$641,993.82	\$0.00	0.00%	\$54,134.72	8.43%	\$54,134.72	8.43%
2003	14607	\$143,501.50	\$0.00	0.00%	\$21,636.67	15.08%	\$21,636.67	15.08%
2003	14612	\$358,629.53	\$0.00	0.00%	\$23,654.59	6.60%	\$23,654.59	6.60%
2003	14624	\$7,841,903.40	\$235,257.10	3.00%	\$941,822.10	12.01%	\$706,565.00	9.01%
2003	14634	\$1,511,562.69	\$0.00	0.00%	\$18,340.55	1.21%	\$18,340.55	1.21%
2003	14652	\$93,451.70	\$0.00	0.00%	\$20,016.00	21.42%	\$20,016.00	21.42%
2003	14658	\$4,083,989.36	\$163,359.57	4.00%	\$555,744.25	13.61%	\$392,384.68	9.61%
2003	14667	\$509,543.77	\$7,643.16	1.50%	\$11,490.00	2.25%	\$3,846.84	0.75%
2003	14674	\$2,075,364.52	\$103,768.23	5.00%	\$186,497.32	8.99%	\$82,729.09	3.99%
2003	14691	\$193,371.25	\$0.00	0.00%	\$44,435.91	22.98%	\$44,435.91	22.98%
2003	14705	\$427,643.96	\$0.00	0.00%	\$13,824.10	3.23%	\$13,824.10	3.23%
2003	14710	\$1,827,316.32	\$0.00	0.00%	\$81,982.00	4.49%	\$81,982.00	4.49%
2003	14717	\$785,517.58	\$0.00	0.00%	\$191,836.90	24.42%	\$191,836.90	24.42%
2003	14721	\$10,099,237.96	\$302,977.14	3.00%	\$1,593,037.39	15.77%	\$1,290,060.25	12.77%
2003	14761	\$2,143,195.89	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	14810	\$224,500.90	\$0.00	0.00%	\$25,355.17	11.29%	\$25,355.17	11.29%
2003	14826	\$10,940,051.92	\$0.00	0.00%	\$618,565.13	5.65%	\$618,565.13	5.65%
2003	14835	\$2,940,415.08	\$0.00	0.00%	\$212,564.98	7.23%	\$212,564.98	7.23%
2003	14838	\$3,590,287.06	\$143,611.48	4.00%	\$453,000.57	12.62%	\$309,389.09	8.62%
2003	14848	\$8,685,411.08	\$0.00	0.00%	\$179,112.18	2.06%	\$179,112.18	2.06%
2003	14859	\$2,624,935.16	\$0.00	0.00%	\$482,489.25	18.38%	\$482,489.25	18.38%
2003	14867	\$366,453.00	\$0.00	0.00%	\$31,236.40	8.52%	\$31,236.40	8.52%
2003	14878	\$15,196,471.43	\$227,947.07	1.50%	\$112,507.22	0.74%	(\$115,439.85)	-0.76%
2003	14882	\$2,143,195.89	\$64,295.88	3.00%	\$388,762.54	18.14%	\$324,466.66	15.14%
2003	15135	\$28,694.70	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	15136	\$12,800.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	15137	\$191,442.87	\$0.00	0.00%	\$36,326.00	18.97%	\$36,326.00	18.97%
2003	15142	\$226,980.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	15401	\$243,825.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	15534	\$381,440.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	15535	\$578,293.38	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	15536	\$460,520.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	15537	\$502,700.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	15538	\$200,612.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	15539	\$480,030.00	\$0.00	0.00%	\$39,240.00	8.17%	\$39,240.00	8.17%
2003	15540	\$346,110.00	\$0.00	0.00%	\$23,280.00	6.73%	\$23,280.00	6.73%
2003	15541	\$624,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	15544	\$94,943.85	\$0.00	0.00%	\$12,213.00	12.86%	\$12,213.00	12.86%
2003	15545	\$1,058,278.11	\$0.00	0.00%	\$88,948.72	8.41%	\$88,948.72	8.41%
2003	15546	\$812,426.00	\$0.00	0.00%	\$56,905.30	7.00%	\$56,905.30	7.00%
2003	15547	\$4,355,419.71	\$0.00	0.00%	\$321,454.00	7.38%	\$321,454.00	7.38%
2003	15548	\$1,829,875.96	\$0.00	0.00%	\$93,897.00	5.13%	\$93,897.00	5.13%
2003	15558	\$519,508.38	\$0.00	0.00%	\$88,886.48	17.11%	\$88,886.48	17.11%
2003	15559	\$934,710.71	\$0.00	0.00%	\$260,076.83	27.82%	\$260,076.83	27.82%
2003	15560	\$552,387.47	\$0.00	0.00%	\$49,747.00	9.01%	\$49,747.00	9.01%
2003	15561	\$511,546.10	\$0.00	0.00%	\$177,374.08	34.67%	\$177,374.08	34.67%
		\$218,435,916	\$3,147,432	1.44%	\$28,117,521	12.87%	\$24,970,089	11.43%
2004								
2004	10235	\$10,157,639.24	\$0.00	0.00%	\$796,054.74	7.84%	\$796,054.74	7.84%
2004	10237	\$3,630,714.30	\$0.00	0.00%	\$459,216.35	12.65%	\$459,216.35	12.65%
2004	10303	\$487,185.47	\$0.00	0.00%	\$16,190.04	3.32%	\$16,190.04	3.32%
2004	11109	\$1,398,321.06	\$27,966.42	2.00%	\$89,302.39	6.39%	\$61,335.97	4.39%
2004	11133	\$510,833.53	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%

Exhibit 5-10 (Continued)
Construction
Fiscal Years 2000-2006
Project Goal Utilization Analysis - ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2004								
2004	11138	\$83,082.42	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	11151	\$620,067.88	\$0.00	0.00%	\$84,434.00	13.62%	\$84,434.00	13.62%
2004	11590	\$3,366,136.70	\$100,984.10	3.00%	\$170,594.68	5.07%	\$69,610.58	2.07%
2004	11599	\$82,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	11627	\$10,836,412.66	\$0.00	0.00%	\$739,346.84	6.82%	\$739,346.84	6.82%
2004	11636	\$317,049.16	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	11640	\$2,001,307.56	\$0.00	0.00%	\$23,809.05	1.19%	\$23,809.05	1.19%
2004	11644	\$1,488,080.20	\$0.00	0.00%	\$223,195.78	15.00%	\$223,195.78	15.00%
2004	11662	\$418,612.95	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	11668	\$1,511,990.92	\$0.00	0.00%	\$280,872.45	18.58%	\$280,872.45	18.58%
2004	12182	\$171,374.20	\$0.00	0.00%	\$23,831.25	13.91%	\$23,831.25	13.91%
2004	12184	\$192,992.75	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12185	\$1,689,018.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12186	\$82,118.00	\$0.00	0.00%	\$8,200.00	9.99%	\$8,200.00	9.99%
2004	12187	\$224,201.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12188	\$3,946.38	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12189	\$4,172.35	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12190	\$87,610.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12192	\$129,753.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12193	\$905,100.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12194	\$67,111.45	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12195	\$111,400.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12198	\$14,430.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12199	\$64,803.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12200	\$204,999.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12626	\$39,840.71	\$0.00	0.00%	\$1,002.00	2.52%	\$1,002.00	2.52%
2004	12634	\$223,194.40	\$0.00	0.00%	\$51,675.65	23.15%	\$51,675.65	23.15%
2004	12780	\$891,090.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12781	\$86,850.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12782	\$622,153.60	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12783	\$68,080.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12784	\$44,340.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12785	\$57,448.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12786	\$59,697.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12787	\$99,046.20	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12789	\$123,629.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12790	\$73,472.50	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12791	\$198,855.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12792	\$226,499.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12793	\$240,153.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12794	\$74,614.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12795	\$32,872.96	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12796	\$55,293.54	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12797	\$42,468.49	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12798	\$128,300.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12799	\$527,714.25	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12800	\$138,400.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12801	\$62,955.58	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12802	\$47,464.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12803	\$98,086.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12804	\$69,101.20	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12805	\$1,061,891.63	\$0.00	0.00%	\$36,050.00	3.39%	\$36,050.00	3.39%
2004	12806	\$44,775.40	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12807	\$121,517.50	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%

Exhibit 5-10 (Continued)
Construction
Fiscal Years 2000-2006
Project Goal Utilization Analysis - ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2004								
2004	12808	\$119,856.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12809	\$379,398.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12810	\$215,370.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12811	\$113,340.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12812	\$33,289.10	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12813	\$87,179.30	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12814	\$179,058.61	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12815	\$174,709.92	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12816	\$622,645.57	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12817	\$136,540.80	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12818	\$690,196.25	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12819	\$154,464.05	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12820	\$62,338.50	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12821	\$217,160.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12822	\$165,111.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12823	\$32,290.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	14167	\$1,520,497.00	\$0.00	0.00%	\$465,185.02	30.59%	\$465,185.02	30.59%
2004	14177	\$2,335,725.09	\$46,714.50	2.00%	\$158,780.18	6.80%	\$112,065.68	4.80%
2004	14181	\$42,369.48	\$0.00	0.00%	\$4,700.00	11.09%	\$4,700.00	11.09%
2004	14199	\$138,913.66	\$0.00	0.00%	\$3,200.00	2.30%	\$3,200.00	2.30%
2004	14209	\$161,467.70	\$0.00	0.00%	\$5,350.00	3.31%	\$5,350.00	3.31%
2004	14215	\$858,808.00	\$0.00	0.00%	\$100,952.50	11.75%	\$100,952.50	11.75%
2004	14221	\$1,348,344.75	\$0.00	0.00%	\$236,483.34	17.54%	\$236,483.34	17.54%
2004	14227	\$1,125,844.99	\$0.00	0.00%	\$245,014.40	21.76%	\$245,014.40	21.76%
2004	14234	\$2,001,307.56	\$0.00	0.00%	\$84,703.54	4.23%	\$84,703.54	4.23%
2004	14241	\$2,111,111.11	\$0.00	0.00%	\$304,910.16	14.44%	\$304,910.16	14.44%
2004	14246	\$11,393,247.52	\$455,729.90	4.00%	\$484,596.80	4.25%	\$28,866.90	0.25%
2004	14250	\$1,937,326.38	\$0.00	0.00%	\$215,316.40	11.11%	\$215,316.40	11.11%
2004	14253	\$2,828,282.82	\$0.00	0.00%	\$1,033,806.44	36.55%	\$1,033,806.44	36.55%
2004	14272	\$1,282,410.64	\$0.00	0.00%	\$290,431.34	22.65%	\$290,431.34	22.65%
2004	14279	\$8,725,914.52	\$261,777.44	3.00%	\$2,423,516.51	27.77%	\$2,161,739.07	24.77%
2004	14282	\$715,388.05	\$0.00	0.00%	\$208,542.59	29.15%	\$208,542.59	29.15%
2004	14296	\$828,102.22	\$0.00	0.00%	\$61,609.02	7.44%	\$61,609.02	7.44%
2004	14311	\$136,255.60	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	14316	\$1,702,651.71	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	14317	\$178,997.23	\$0.00	0.00%	\$9,576.50	5.35%	\$9,576.50	5.35%
2004	14328	\$165,026.93	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	14339	\$765,430.40	\$0.00	0.00%	\$101,265.04	13.23%	\$101,265.04	13.23%
2004	14345	\$933,099.37	\$0.00	0.00%	\$97,893.52	10.49%	\$97,893.52	10.49%
2004	14355	\$429,919.20	\$0.00	0.00%	\$43,478.43	10.11%	\$43,478.43	10.11%
2004	14367	\$3,054,394.15	\$0.00	0.00%	\$103,863.01	3.40%	\$103,863.01	3.40%
2004	14374	\$979,979.00	\$0.00	0.00%	\$26,177.00	2.67%	\$26,177.00	2.67%
2004	14385	\$4,257,148.20	\$63,857.22	1.50%	\$405,410.70	9.52%	\$341,553.48	8.02%
2004	14392	\$455,575.96	\$0.00	0.00%	\$8,550.00	1.88%	\$8,550.00	1.88%
2004	14398	\$7,135,189.18	\$142,703.78	2.00%	\$4,154,542.26	58.23%	\$4,011,838.48	56.23%
2004	14415	\$698,912.63	\$0.00	0.00%	\$149,804.66	21.43%	\$149,804.66	21.43%
2004	14419	\$32,947.75	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	14424	\$368,593.27	\$0.00	0.00%	\$9,140.00	2.48%	\$9,140.00	2.48%
2004	14428	\$106,136.00	\$0.00	0.00%	\$24,517.70	23.10%	\$24,517.70	23.10%
2004	14433	\$1,221,802.02	\$0.00	0.00%	\$211,262.39	17.29%	\$211,262.39	17.29%
2004	14451	\$1,699,691.80	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	14456	\$719,430.80	\$0.00	0.00%	\$245,155.30	34.08%	\$245,155.30	34.08%
2004	14468	\$1,226,634.59	\$0.00	0.00%	\$58,988.90	4.81%	\$58,988.90	4.81%
2004	14474	\$373,479.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%

Exhibit 5-10 (Continued)
Construction
Fiscal Years 2000-2006
Project Goal Utilization Analysis - ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2004								
2004	14491	\$196,586.59	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	14505	\$2,266,446.40	\$0.00	0.00%	\$367,251.93	16.20%	\$367,251.93	16.20%
2004	14508	\$111,637.47	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	14509	\$138,981.91	\$0.00	0.00%	\$39,739.79	28.59%	\$39,739.79	28.59%
2004	14517	\$1,086,721.65	\$0.00	0.00%	\$33,483.42	3.08%	\$33,483.42	3.08%
2004	14525	\$183,304.12	\$0.00	0.00%	\$8,745.00	4.77%	\$8,745.00	4.77%
2004	14529	\$44,538.40	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	14534	\$767,346.72	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	14560	\$976,423.19	\$0.00	0.00%	\$157,558.40	16.14%	\$157,558.40	16.14%
2004	14570	\$272,190.72	\$0.00	0.00%	\$3,097.00	1.14%	\$3,097.00	1.14%
2004	14597	\$16,344,308.00	\$490,329.24	3.00%	\$1,245,529.24	7.62%	\$755,200.00	4.62%
2004	14613	\$706,726.20	\$0.00	0.00%	\$199,238.64	28.19%	\$199,238.64	28.19%
2004	14620	\$343,140.70	\$0.00	0.00%	\$50,610.59	14.75%	\$50,610.59	14.75%
2004	14629	\$395,084.93	\$0.00	0.00%	\$38,060.12	9.63%	\$38,060.12	9.63%
2004	14638	\$5,453,284.96	\$0.00	0.00%	\$337,411.85	6.19%	\$337,411.85	6.19%
2004	14647	\$3,599,050.97	\$0.00	0.00%	\$423,715.76	11.77%	\$423,715.76	11.77%
2004	14653	\$220,087.20	\$0.00	0.00%	\$38,494.50	17.49%	\$38,494.50	17.49%
2004	14659	\$259,227.01	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	14664	\$144,910.10	\$0.00	0.00%	\$14,889.70	10.28%	\$14,889.70	10.28%
2004	14672	\$798,774.60	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	14692	\$23,994.78	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	14698	\$268,818.32	\$0.00	0.00%	\$62,439.33	23.23%	\$62,439.33	23.23%
2004	14701	\$656,038.90	\$0.00	0.00%	\$265,769.37	40.51%	\$265,769.37	40.51%
2004	14706	\$317,049.16	\$0.00	0.00%	\$69,433.11	21.90%	\$69,433.11	21.90%
2004	14711	\$3,362,747.86	\$67,254.96	2.00%	\$391,683.77	11.65%	\$324,428.81	9.65%
2004	14718	\$673,427.20	\$0.00	0.00%	\$23,727.23	3.52%	\$23,727.23	3.52%
2004	14726	\$559,459.80	\$0.00	0.00%	\$73,480.31	13.13%	\$73,480.31	13.13%
2004	14736	\$574,865.42	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	14737	\$615,630.00	\$0.00	0.00%	\$12,480.00	2.03%	\$12,480.00	2.03%
2004	14739	\$206,934.50	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	14740	\$35,600.68	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	14742	\$280,055.50	\$0.00	0.00%	\$21,762.00	7.77%	\$21,762.00	7.77%
2004	14744	\$27,786.01	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	14746	\$140,189.50	\$0.00	0.00%	\$18,275.00	13.04%	\$18,275.00	13.04%
2004	14748	\$32,441.20	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	14778	\$5,375,598.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	14801	\$448,430.75	\$0.00	0.00%	\$29,196.51	6.51%	\$29,196.51	6.51%
2004	14808	\$1,732,222.00	\$0.00	0.00%	\$417,593.55	24.11%	\$417,593.55	24.11%
2004	14816	\$845,400.00	\$0.00	0.00%	\$233,443.58	27.61%	\$233,443.58	27.61%
2004	14827	\$1,399,999.89	\$0.00	0.00%	\$221,991.29	15.86%	\$221,991.29	15.86%
2004	14830	\$859,176.90	\$0.00	0.00%	\$229,273.73	26.69%	\$229,273.73	26.69%
2004	14839	\$6,656,254.59	\$266,250.18	4.00%	\$594,451.35	8.93%	\$328,201.17	4.93%
2004	14853	\$2,884,747.30	\$0.00	0.00%	\$63,227.08	2.19%	\$63,227.08	2.19%
2004	14858	\$732,835.62	\$0.00	0.00%	\$8,710.43	1.19%	\$8,710.43	1.19%
2004	14862	\$2,943,531.68	\$58,870.63	2.00%	\$761,212.41	25.86%	\$702,341.78	23.86%
2004	15145	\$278,146.50	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15148	\$172,850.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15151	\$37,228.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15152	\$37,750.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15154	\$7,651.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15156	\$103,700.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15157	\$15,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15159	\$148,134.14	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15160	\$636,884.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%

Exhibit 5-10 (Continued)
Construction
Fiscal Years 2000-2006
Project Goal Utilization Analysis - ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2004								
2004	15161	\$357,984.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15162	\$451,301.40	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15163	\$510,324.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15166	\$270,130.72	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15170	\$41,588.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15175	\$46,948.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15179	\$215,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15267	\$44,340.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15268	\$57,448.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15269	\$59,697.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15274	\$137,281.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15280	\$9,242.69	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15281	\$5,850.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15399	\$985,314.52	\$0.00	0.00%	\$36,372.40	3.69%	\$36,372.40	3.69%
2004	15400	\$1,775,891.93	\$0.00	0.00%	\$324,834.37	18.29%	\$324,834.37	18.29%
2004	15402	\$160,160.60	\$0.00	0.00%	\$28,806.20	17.99%	\$28,806.20	17.99%
2004	15403	\$648,541.48	\$0.00	0.00%	\$81,016.80	12.49%	\$81,016.80	12.49%
2004	15404	\$87,077.00	\$0.00	0.00%	\$25,174.40	28.91%	\$25,174.40	28.91%
2004	15405	\$524,913.06	\$0.00	0.00%	\$34,811.03	6.63%	\$34,811.03	6.63%
2004	15406	\$322,468.85	\$0.00	0.00%	\$55,610.85	17.25%	\$55,610.85	17.25%
2004	15407	\$844,326.66	\$0.00	0.00%	\$103,105.02	12.21%	\$103,105.02	12.21%
2004	15479	\$137,281.75	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15480	\$1,113,729.22	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15481	\$9,242.69	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15482	\$8,820.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
		\$192,025,823	\$1,982,438	1.03%	\$22,126,206	11.52%	\$20,143,768	10.49%
2005								
2005	10328	\$10,889,187.09	\$326,675.61	3.00%	\$972,545.43	8.93%	\$645,869.82	5.93%
2005	10344	\$338,888.00	\$0.00	0.00%	\$47,471.45	14.01%	\$47,471.45	14.01%
2005	10346	\$6,581,042.75	\$263,241.71	4.00%	\$671,167.78	10.20%	\$407,926.07	6.20%
2005	10637	\$7,425,189.79	\$0.00	0.00%	\$2,810,263.16	37.85%	\$2,810,263.16	37.85%
2005	10644	\$493,926.28	\$0.00	0.00%	\$57,032.42	11.55%	\$57,032.42	11.55%
2005	10938	\$2,633,932.98	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	10971	\$3,857,908.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	10982	\$4,395,688.15	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	11351	\$2,832,552.94	\$42,488.29	1.50%	\$0.00	0.00%	(\$42,488.29)	-1.50%
2005	11721	\$7,075,237.02	\$283,009.48	4.00%	\$0.00	0.00%	(\$283,009.48)	-4.00%
2005	14151	\$1,322,664.40	\$0.00	0.00%	\$205,885.45	15.57%	\$205,885.45	15.57%
2005	14156	\$14,144,681.18	\$353,617.03	2.50%	\$881,363.67	6.23%	\$527,746.64	3.73%
2005	14174	\$971,061.20	\$0.00	0.00%	\$128,044.92	13.19%	\$128,044.92	13.19%
2005	14175	\$92,215.30	\$0.00	0.00%	\$92,211.59	100.00%	\$92,211.59	100.00%
2005	14182	\$299,273.05	\$0.00	0.00%	\$179,563.83	60.00%	\$179,563.83	60.00%
2005	14188	\$1,409,247.17	\$0.00	0.00%	\$68,574.82	4.87%	\$68,574.82	4.87%
2005	14200	\$378,877.95	\$0.00	0.00%	\$45,246.16	11.94%	\$45,246.16	11.94%
2005	14210	\$679,140.84	\$0.00	0.00%	\$88,800.00	13.08%	\$88,800.00	13.08%
2005	14216	\$11,733,454.74	\$469,338.19	4.00%	\$5,849,952.03	49.86%	\$5,380,613.84	45.86%
2005	14222	\$1,915,392.32	\$0.00	0.00%	\$214,323.61	11.19%	\$214,323.61	11.19%
2005	14235	\$169,600.60	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	14265	\$3,036,735.90	\$0.00	0.00%	\$615,041.07	20.25%	\$615,041.07	20.25%
2005	14284	\$323,728.88	\$0.00	0.00%	\$57,374.65	17.72%	\$57,374.65	17.72%
2005	14318	\$719,102.75	\$0.00	0.00%	\$69,093.63	9.61%	\$69,093.63	9.61%
2005	14346	\$9,329,695.60	\$373,187.82	4.00%	\$498,978.65	5.35%	\$125,790.83	1.35%
2005	14350	\$865,078.75	\$0.00	0.00%	\$39,404.55	4.56%	\$39,404.55	4.56%
2005	14356	\$441,533.21	\$0.00	0.00%	\$85,417.38	19.35%	\$85,417.38	19.35%

Exhibit 5-10 (Continued)
Construction
Fiscal Years 2000-2006
Project Goal Utilization Analysis - ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2005								
2005	14361	\$53,011.10	\$0.00	0.00%	\$53,011.00	100.00%	\$53,011.00	100.00%
2005	14375	\$2,237,893.60	\$0.00	0.00%	\$87,783.78	3.92%	\$87,783.78	3.92%
2005	14380	\$126,407.75	\$0.00	0.00%	\$10,159.80	8.04%	\$10,159.80	8.04%
2005	14381	\$174,800.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	14393	\$99,999.98	\$0.00	0.00%	\$99,999.98	100.00%	\$99,999.98	100.00%
2005	14429	\$985,200.39	\$0.00	0.00%	\$149,025.30	15.13%	\$149,025.30	15.13%
2005	14452	\$2,877,140.31	\$0.00	0.00%	\$172,303.46	5.99%	\$172,303.46	5.99%
2005	14462	\$15,182,258.00	\$986,846.77	6.50%	\$1,079,911.56	7.11%	\$93,064.79	0.61%
2005	14469	\$1,384,236.90	\$0.00	0.00%	\$75,234.81	5.44%	\$75,234.81	5.44%
2005	14475	\$9,715,157.34	\$340,030.51	3.50%	\$2,378,196.57	24.48%	\$2,038,166.06	20.98%
2005	14486	\$3,020,361.64	\$0.00	0.00%	\$311,847.70	10.32%	\$311,847.70	10.32%
2005	14499	\$6,666,169.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	14514	\$469,285.50	\$0.00	0.00%	\$84,750.00	18.06%	\$84,750.00	18.06%
2005	14518	\$1,616,872.14	\$0.00	0.00%	\$163,948.27	10.14%	\$163,948.27	10.14%
2005	14519	\$6,150,369.98	\$0.00	0.00%	\$41,961.15	0.68%	\$41,961.15	0.68%
2005	14535	\$402,789.15	\$0.00	0.00%	\$29,671.64	7.37%	\$29,671.64	7.37%
2005	14546	\$7,075,237.02	\$283,009.48	4.00%	\$1,771,678.33	25.04%	\$1,488,668.85	21.04%
2005	14552	\$1,272,559.42	\$0.00	0.00%	\$387,430.55	30.44%	\$387,430.55	30.44%
2005	14577	\$256,990.56	\$0.00	0.00%	\$6,915.00	2.69%	\$6,915.00	2.69%
2005	14582	\$494,643.34	\$0.00	0.00%	\$50,739.70	10.26%	\$50,739.70	10.26%
2005	14594	\$4,724,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	14598	\$153,992.25	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	14608	\$7,026,333.73	\$281,053.35	4.00%	\$1,147,362.17	16.33%	\$866,308.82	12.33%
2005	14614	\$487,404.35	\$0.00	0.00%	\$100,039.85	20.53%	\$100,039.85	20.53%
2005	14648	\$12,629,376.65	\$189,440.65	1.50%	\$0.00	0.00%	(\$189,440.65)	-1.50%
2005	14660	\$190,499.92	\$0.00	0.00%	\$40,188.60	21.10%	\$40,188.60	21.10%
2005	14712	\$2,741,447.57	\$41,121.71	1.50%	\$48,564.53	1.77%	\$7,442.82	0.27%
2005	14723	\$178,728.12	\$0.00	0.00%	\$32,952.80	18.44%	\$32,952.80	18.44%
2005	14751	\$321,268.11	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	14791	\$13,980,595.90	\$419,417.88	3.00%	\$1,026,039.49	7.34%	\$606,621.61	4.34%
2005	14796	\$717,684.93	\$0.00	0.00%	\$98,611.80	13.74%	\$98,611.80	13.74%
2005	14800	\$358,367.44	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	14814	\$52,443.70	\$0.00	0.00%	\$8,820.00	16.82%	\$8,820.00	16.82%
2005	14831	\$1,353,193.58	\$0.00	0.00%	\$121,552.95	8.98%	\$121,552.95	8.98%
2005	14843	\$1,716,882.08	\$25,753.23	1.50%	\$60,489.57	3.52%	\$34,736.34	2.02%
2005	14846	\$2,187,253.40	\$0.00	0.00%	\$49,346.71	2.26%	\$49,346.71	2.26%
2005	15176	\$219,948.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15186	\$54,749.20	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15190	\$14,500.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15197	\$81,907.11	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15198	\$293,363.28	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15200	\$99,207.24	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15201	\$320,107.70	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15202	\$1,054,421.81	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15204	\$335,969.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15205	\$765,421.30	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15208	\$74,352.50	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15209	\$167,037.50	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15210	\$164,982.48	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15211	\$99,888.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15213	\$166,650.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15223	\$291,811.79	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15226	\$4,260.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15284	\$50,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%

Exhibit 5-10 (Continued)
Construction
Fiscal Years 2000-2006
Project Goal Utilization Analysis - ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2005								
2005	15286	\$50,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15287	\$18,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15288	\$21,240.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15289	\$6,733.22	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15290	\$6,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15295	\$1,480,619.23	\$0.00	0.00%	\$171,413.23	11.58%	\$171,413.23	11.58%
2005	15296	\$1,330,818.95	\$0.00	0.00%	\$57,187.59	4.30%	\$57,187.59	4.30%
2005	15299	\$808,242.55	\$0.00	0.00%	\$91,573.04	11.33%	\$91,573.04	11.33%
2005	15300	\$448,094.63	\$0.00	0.00%	\$174,754.30	39.00%	\$174,754.30	39.00%
2005	15302	\$273,143.30	\$0.00	0.00%	\$70,914.24	25.96%	\$70,914.24	25.96%
2005	15303	\$462,264.00	\$0.00	0.00%	\$67,033.25	14.50%	\$67,033.25	14.50%
2005	15304	\$126,570.95	\$0.00	0.00%	\$33,787.98	26.69%	\$33,787.98	26.69%
2005	15305	\$97,494.36	\$0.00	0.00%	\$19,711.20	20.22%	\$19,711.20	20.22%
2005	15307	\$469,820.53	\$0.00	0.00%	\$37,399.85	7.96%	\$37,399.85	7.96%
2005	15465	\$50,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15466	\$50,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15467	\$50,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15469	\$18,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15470	\$21,240.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15542	\$23,524.44	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15543	\$129,505.95	\$0.00	0.00%	\$10,653.00	8.23%	\$10,653.00	8.23%
2005	15550	\$283,869.80	\$0.00	0.00%	\$28,065.00	9.89%	\$28,065.00	9.89%
2005	15551	\$138,406.85	\$0.00	0.00%	\$15,999.13	11.56%	\$15,999.13	11.56%
2005	15667	\$128,669.50	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15668	\$1,992,707.38	\$0.00	0.00%	\$241,038.62	12.10%	\$241,038.62	12.10%
		\$216,179,434	\$4,678,232	2.16%	\$24,385,824	11.28%	\$19,707,592	9.12%
2006								
2006	10286	\$865,000.40	\$0.00	0.00%	\$228,849.05	26.46%	\$228,849.05	26.46%
2006	10359	\$1,076,066.09	\$0.00	0.00%	\$130,661.14	12.14%	\$130,661.14	12.14%
2006	10410	\$15,455,555.44	\$0.00	0.00%	\$1,117,322.28	7.23%	\$1,117,322.28	7.23%
2006	10543	\$1,136,422.00	\$0.00	0.00%	\$36,403.87	3.20%	\$36,403.87	3.20%
2006	10560	\$1,321,123.13	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	10585	\$9,973,924.02	\$0.00	0.00%	\$437,443.84	4.39%	\$437,443.84	4.39%
2006	10592	\$9,634,148.48	\$0.00	0.00%	\$1,979,646.61	20.55%	\$1,979,646.61	20.55%
2006	10981	\$75,293.48	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	11092	\$596,813.31	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	11162	\$941,314.49	\$0.00	0.00%	\$75,028.00	7.97%	\$75,028.00	7.97%
2006	14152	\$2,394,265.30	\$0.00	0.00%	\$544,499.21	22.74%	\$544,499.21	22.74%
2006	14157	\$1,164,822.00	\$0.00	0.00%	\$116,344.00	9.99%	\$116,344.00	9.99%
2006	14163	\$44,978.50	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	14169	\$3,680,244.50	\$0.00	0.00%	\$401,851.10	10.92%	\$401,851.10	10.92%
2006	14183	\$66,756.60	\$0.00	0.00%	\$45,741.00	68.52%	\$45,741.00	68.52%
2006	14189	\$99,989.78	\$0.00	0.00%	\$2,865.00	2.87%	\$2,865.00	2.87%
2006	14196	\$289,081.10	\$0.00	0.00%	\$7,844.96	2.71%	\$7,844.96	2.71%
2006	14201	\$17,269,806.85	\$0.00	0.00%	\$629,827.35	3.65%	\$629,827.35	3.65%
2006	14207	\$5,123,200.18	\$0.00	0.00%	\$384,194.12	7.50%	\$384,194.12	7.50%
2006	14211	\$494,638.00	\$9,892.76	2.00%	\$0.00	0.00%	(\$9,892.76)	-2.00%
2006	14223	\$1,150,598.85	\$0.00	0.00%	\$277,738.27	24.14%	\$277,738.27	24.14%
2006	14228	\$651,995.75	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	14236	\$1,237,968.62	\$0.00	0.00%	\$32,181.40	2.60%	\$32,181.40	2.60%
2006	14242	\$23,418.85	\$0.00	0.00%	\$23,418.85	100.00%	\$23,418.85	100.00%
2006	14260	\$1,179,117.91	\$0.00	0.00%	\$250,589.72	21.25%	\$250,589.72	21.25%
2006	14289	\$735,119.10	\$0.00	0.00%	\$199,626.41	27.16%	\$199,626.41	27.16%
2006	14292	\$28,597.52	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%

Exhibit 5-10 (Continued)
Construction
Fiscal Years 2000-2006
Project Goal Utilization Analysis - ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2006								
2006	14297	\$1,701,921.15	\$0.00	0.00%	\$198,778.19	11.68%	\$198,778.19	11.68%
2006	14307	\$356,492.60	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	14312	\$10,719,453.61	\$0.00	0.00%	\$266,010.52	2.48%	\$266,010.52	2.48%
2006	14322	\$14,275,836.12	\$571,033.44	4.00%	\$5,687,665.09	39.84%	\$5,116,631.65	35.84%
2006	14324	\$525,061.92	\$0.00	0.00%	\$110,794.54	21.10%	\$110,794.54	21.10%
2006	14329	\$18,129,388.77	\$0.00	0.00%	\$1,094,946.47	6.04%	\$1,094,946.47	6.04%
2006	14333	\$1,392,974.46	\$0.00	0.00%	\$331,173.75	23.77%	\$331,173.75	23.77%
2006	14335	\$235,449.56	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	14336	\$398,831.09	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	14341	\$963,068.75	\$0.00	0.00%	\$31,694.95	3.29%	\$31,694.95	3.29%
2006	14347	\$1,626,636.18	\$0.00	0.00%	\$292,221.56	17.96%	\$292,221.56	17.96%
2006	14362	\$169,458.84	\$0.00	0.00%	\$11,860.00	7.00%	\$11,860.00	7.00%
2006	14368	\$625,792.90	\$0.00	0.00%	\$67,025.81	10.71%	\$67,025.81	10.71%
2006	14386	\$6,974,633.45	\$0.00	0.00%	\$121,832.00	1.75%	\$121,832.00	1.75%
2006	14388	\$2,687,869.20	\$0.00	0.00%	\$256,964.53	9.56%	\$256,964.53	9.56%
2006	14394	\$204,022.49	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	14399	\$4,169,138.13	\$0.00	0.00%	\$936,315.86	22.46%	\$936,315.86	22.46%
2006	14416	\$1,502,436.30	\$0.00	0.00%	\$184,732.90	12.30%	\$184,732.90	12.30%
2006	14425	\$1,598,204.50	\$0.00	0.00%	\$140,863.49	8.81%	\$140,863.49	8.81%
2006	14434	\$367,778.00	\$0.00	0.00%	\$95,643.20	26.01%	\$95,643.20	26.01%
2006	14448	\$173,817.18	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	14461	\$5,781,910.77	\$115,638.22	2.00%	\$1,297,433.21	22.44%	\$1,181,794.99	20.44%
2006	14463	\$896,116.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	14470	\$3,249,999.90	\$0.00	0.00%	\$259,937.64	8.00%	\$259,937.64	8.00%
2006	14476	\$3,362,963.08	\$0.00	0.00%	\$263,275.90	7.83%	\$263,275.90	7.83%
2006	14480	\$1,269,043.00	\$0.00	0.00%	\$78,925.46	6.22%	\$78,925.46	6.22%
2006	14515	\$108,681.00	\$0.00	0.00%	\$45,000.00	41.41%	\$45,000.00	41.41%
2006	14521	\$1,386,401.40	\$0.00	0.00%	\$246,542.42	17.78%	\$246,542.42	17.78%
2006	14526	\$865,429.21	\$0.00	0.00%	\$47,485.10	5.49%	\$47,485.10	5.49%
2006	14536	\$24,999.10	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	14541	\$2,204,251.30	\$0.00	0.00%	\$312,979.11	14.20%	\$312,979.11	14.20%
2006	14547	\$80,573.40	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	14555	\$107,283.30	\$0.00	0.00%	\$22,971.30	21.41%	\$22,971.30	21.41%
2006	14562	\$812,302.35	\$0.00	0.00%	\$158,932.00	19.57%	\$158,932.00	19.57%
2006	14578	\$1,198,486.33	\$0.00	0.00%	\$132,069.33	11.02%	\$132,069.33	11.02%
2006	14583	\$211,821.79	\$0.00	0.00%	\$32,777.89	15.47%	\$32,777.89	15.47%
2006	14603	\$116,749.53	\$0.00	0.00%	\$30,492.25	26.12%	\$30,492.25	26.12%
2006	14609	\$919,728.10	\$0.00	0.00%	\$183,132.31	19.91%	\$183,132.31	19.91%
2006	14621	\$1,373,719.65	\$0.00	0.00%	\$143,187.62	10.42%	\$143,187.62	10.42%
2006	14631	\$3,934,732.70	\$0.00	0.00%	\$476,072.26	12.10%	\$476,072.26	12.10%
2006	14639	\$432,263.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	14649	\$1,077,656.60	\$0.00	0.00%	\$220,767.45	20.49%	\$220,767.45	20.49%
2006	14654	\$12,386,373.16	\$0.00	0.00%	\$1,489,649.46	12.03%	\$1,489,649.46	12.03%
2006	14661	\$1,160,100.00	\$0.00	0.00%	\$69,614.40	6.00%	\$69,614.40	6.00%
2006	14678	\$294,378.88	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	14693	\$1,250,246.35	\$0.00	0.00%	\$129,849.47	10.39%	\$129,849.47	10.39%
2006	14713	\$452,336.60	\$0.00	0.00%	\$80,770.00	17.86%	\$80,770.00	17.86%
2006	14724	\$1,299,899.92	\$0.00	0.00%	\$283,035.00	21.77%	\$283,035.00	21.77%
2006	14743	\$274,786.00	\$0.00	0.00%	\$17,100.00	6.22%	\$17,100.00	6.22%
2006	14758	\$2,335,725.09	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	14786	\$290,774.83	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	14806	\$1,581,198.45	\$0.00	0.00%	\$232,858.87	14.73%	\$232,858.87	14.73%
2006	14807	\$555,555.55	\$0.00	0.00%	\$94,191.41	16.95%	\$94,191.41	16.95%
2006	14809	\$515,522.76	\$0.00	0.00%	\$118,326.56	22.95%	\$118,326.56	22.95%

Exhibit 5-10 (Continued)
Construction
Fiscal Years 2000-2006
Project Goal Utilization Analysis - ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2006								
2006	14820	\$2,068,791.50	\$0.00	0.00%	\$208,423.27	10.07%	\$208,423.27	10.07%
2006	14823	\$777,947.05	\$0.00	0.00%	\$98,855.38	12.71%	\$98,855.38	12.71%
2006	14825	\$741,414.53	\$0.00	0.00%	\$172,829.12	23.31%	\$172,829.12	23.31%
2006	14836	\$296,440.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	14844	\$1,030,555.25	\$0.00	0.00%	\$36,552.40	3.55%	\$36,552.40	3.55%
2006	14851	\$2,339,444.30	\$0.00	0.00%	\$127,822.08	5.46%	\$127,822.08	5.46%
2006	14866	\$1,073,508.39	\$0.00	0.00%	\$159,364.15	14.85%	\$159,364.15	14.85%
2006	14871	\$1,680,945.38	\$0.00	0.00%	\$209,236.84	12.45%	\$209,236.84	12.45%
2006	14872	\$6,941,342.05	\$0.00	0.00%	\$752,100.25	10.84%	\$752,100.25	10.84%
2006	14874	\$1,157,709.00	\$0.00	0.00%	\$181,021.13	15.64%	\$181,021.13	15.64%
2006	14877	\$168,961.56	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	14879	\$10,357,139.76	\$0.00	0.00%	\$4,705,634.47	45.43%	\$4,705,634.47	45.43%
2006	14884	\$1,381,614.40	\$0.00	0.00%	\$178,551.98	12.92%	\$178,551.98	12.92%
2006	15232	\$89,522.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15235	\$7,100.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15244	\$344,139.96	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15245	\$406,601.06	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15246	\$423,954.24	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15247	\$300,403.35	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15248	\$494,836.35	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15249	\$548,022.20	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15250	\$475,400.77	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15251	\$557,830.46	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15252	\$626,340.61	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15253	\$606,359.71	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15530	\$1,112,509.85	\$0.00	0.00%	\$137,728.00	12.38%	\$137,728.00	12.38%
2006	15531	\$884,447.35	\$0.00	0.00%	\$147,140.10	16.64%	\$147,140.10	16.64%
2006	15532	\$1,197,816.05	\$0.00	0.00%	\$216,724.11	18.09%	\$216,724.11	18.09%
2006	15552	\$2,095,927.65	\$0.00	0.00%	\$223,997.00	10.69%	\$223,997.00	10.69%
2006	15553	\$188,169.04	\$0.00	0.00%	\$47,131.20	25.05%	\$47,131.20	25.05%
		\$237,695,728	\$696,564	0.29%	\$30,821,087	12.97%	\$30,124,523	12.67%
TOTALS		\$1,475,740,801	\$15,950,459	1.08%	\$172,836,246	11.71%	\$156,885,787	10.63%

Source: Montana Department of Transportation for the period of October 1, 1999 through September 30, 2006.

The analysis for Construction projects shows that of the 1044 contracts awarded, 97 or 9.29 percent of the contracts were assigned a DBE goal and 947 or 90.71 percent did not have a DBE goal assigned. Contracts awarded with an assigned DBE goal totaled over \$467 million or 31.7 percent of the total federal dollars expended on Construction projects. Of this amount, DBEs received over \$62.4 million or 4.23 percent of the total federal dollars expended on Construction projects.

The total amount of federally funded contracts awarded that did not have an assigned DBE goal was over \$1.0 billion or 68.35 percent of the total amount expended on Construction projects. Of this amount, DBEs received over \$110.4 million or 10.95 percent of the contracts awarded that did not have an assigned goal or 7.48 percent of the total federal dollars expended by the MDT on Construction projects.

Construction DBE Goal Comparison - FY2002-2005 vs. FY2006

Exhibit 5-11 shows that during FY2002 through FY2005 the MDT awarded a total of 933 Construction contracts with 94 having assigned DBE goals. The total amount of contracts awarded during this period were over \$1.2 billion of which the MDT projected a DBE goal of approximately \$15.2 million or 1.23 percent of the total federal dollars expended on Construction projects. The actual contracts awarded to DBEs were over \$142 million or 11.47 percent of the total federal dollars expended. This total includes 839 contracts that did not have an assigned goal. DBEs received over \$86.9 million or 10.93 percent of the total \$796.0 million from the 839 contracts awarded without assigned goals.

During FY2006 a total of 111 Construction contracts were awarded with 3 having assigned DBE goals. The total amount of contracts awarded during FY2006 was over \$237 million of which \$30.8 million or 12.97 percent were awarded to DBEs. The remaining 108 contracts without assigned goals totaled over \$212 million, of which 75 were awarded to DBEs. Of this amount, DBEs received \$23.4 million or 11.04 percent.

5.5.4 Professional Services

Exhibit 5-12 shows that the MDT awarded 415 Professional Services contracts totaling over \$116 million. The MDT projected a DBE assigned goal of \$49,153 or 0.04 percent and awarded \$892,027 or 0.77 percent of the total amount of federally funded dollars expended for Professional Services to DBEs. The following is a summary by fiscal year of the achieved DBE goals for projects awarded by the MDT for Professional Services.

Fiscal Year	Total Contract Dollars	Contract Goal Amount	Contract Goal %	Achieved Contract Goal Amount	Achieved Goal %
2000	\$ 10,314,012	\$11,686	0.11%	\$222,572	2.04%
2001	\$ 15,289,816	\$0	0.00%	\$216,146	1.41%
2002	\$ 25,303,220	\$29,558	0.12%	\$242,919	0.96%
2003	\$ 16,857,333	\$0	0.00%	\$ 17,942	0.11%
2004	\$ 20,240,786	\$0	0.00%	\$107,966	0.53%
2005	\$ 14,093,620	\$7,910	0.06%	\$ 81,424	0.58%
2006	\$ 14,491,506	\$0	0.00%	\$ 3,058	0.02%
Totals	\$116,590,293	\$49,153	0.04%	\$892,027	0.77%

Professional Services DBE Goal Comparison - FY2002-2005 vs. FY2006

Exhibit 5-13 shows that during FY2002 through FY2005 the MDT awarded a total of 415 Professional Services contracts with three having assigned DBE goals. The total dollar amount of contracts awarded during this period was \$102 million of which the MDT projected a DBE goal of \$49,153 or 0.05 percent of the total federal dollars expended on Professional Services.

Exhibit 5-11
DBE Project Goal Utilization Analysis
Construction
Montana Department of Transportation
FY2000 - FY2006

Fiscal Year	Total # of Contracts	Total Contract Dollars Awarded	DBE Assigned Goal	Projected DBE Goal Amount	Actual DBE Goal Achieved	Actual DBE Goal Amount Achieved	Total # of Contracts w/ Goals	Total Contract Dollars Awarded w/Goals	Total DBE Dollars	Percent of Total Contract Dollars w/Goals Awarded to DBEs	Total # of Contracts w/out Goals	Total Contract Dollars Awarded w/out Goals	Total # of Contracts w/out Goals Awarded to DBEs	Total Contract Dollars w/out Goals Awarded to DBEs	Total DBE Dollars	Percent of Total Contract Dollars w/out Goals Awarded to DBEs
2000	143	\$189,561,006	0.00%	\$0	8.49%	\$16,086,029	0	\$0	\$0	0.00%	143	\$189,561,006	75	\$162,686,223	\$16,086,029	8.49%
2001	181	\$230,016,897	0.95%	\$2,186,808	12.94%	\$29,785,167	22	\$49,351,055	\$3,984,169	8.07%	159	\$180,665,842	66	\$163,776,177	\$25,773,998	14.27%
2002	153	\$191,825,996	1.70%	\$3,258,984	11.23%	\$21,541,412	20	\$68,080,326	\$9,377,718	13.77%	133	\$123,745,670	62	\$109,045,434	\$12,163,694	9.83%
2003	158	\$218,435,916	1.44%	\$3,147,432	12.87%	\$28,117,521	26	\$123,949,581	\$14,410,390	11.63%	132	\$94,486,335	52	\$74,395,834	\$13,707,131	14.51%
2004	192	\$192,025,823	1.03%	\$1,982,438	11.52%	\$22,126,206	11	\$67,918,524	\$10,879,620	16.02%	181	\$124,107,299	76	\$93,899,424	\$11,246,586	9.06%
2005	106	\$216,179,434	2.16%	\$4,678,232	11.28%	\$24,385,824	15	\$132,653,140	\$16,386,250	12.35%	91	\$83,526,295	51	\$55,368,584	\$7,999,574	9.58%
Subtotal	933	\$1,238,045,072	1.23%	\$15,253,894	11.47%	\$142,042,159	94	\$441,952,626	\$55,038,147	12.45%	839	\$796,092,447	382	\$659,171,676	\$86,977,012	10.93%
2006	111	\$237,695,728	0.29%	\$696,564	12.97%	\$30,821,087	3	\$25,180,947	\$7,369,292	29.27%	108	\$212,514,781	75	\$198,231,986	\$23,451,795	11.04%
Total	1044	\$1,475,740,800	1.08%	\$15,950,458	11.71%	\$172,863,246	97	\$467,133,573	\$62,407,440	13.36%	947	\$1,008,607,228	457	\$857,403,662	\$110,428,806	10.95%

Source: Montana Department of Transportation for the period of October 1, 1999 through September 30, 2006.

**Exhibit 5-12
Professional Services
Fiscal Years 2000-2006
Project Goal Utilization Analysis - ALL CONTRACTS
Montana Department of Transportation**

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2000								
2000	10663	\$706,184.00	\$0.00	0.00%	\$11,151.00	1.58%	\$11,151.00	1.58%
2000	10665	\$73,303.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	10761	\$2,121,212.12	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	10906	\$761,223.00	\$0.00	0.00%	\$21,499.00	2.82%	\$21,499.00	2.82%
2000	10909	\$584,289.00	\$11,685.78	2.00%	\$48,833.00	8.36%	\$37,147.22	6.36%
2000	10911	\$110,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	10912	\$65,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12101	\$26,095.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12126	\$14,926.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12227	\$65,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12250	\$65,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12258	\$65,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12264	\$350,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12266	\$19,300.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12267	\$120,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12268	\$239,994.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12272	\$65,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12280	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12281	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12296	\$120,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12310	\$65,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12319	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12320	\$225,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12321	\$105,386.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12322	\$150,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12334	\$44,568.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12335	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12347	\$170,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12356	\$691,036.00	\$0.00	0.00%	\$109,764.56	15.88%	\$109,764.56	15.88%
2000	12397	\$207,616.00	\$0.00	0.00%	\$5,186.25	2.50%	\$5,186.25	2.50%
2000	12399	\$448,661.00	\$0.00	0.00%	\$18,127.12	4.04%	\$18,127.12	4.04%
2000	12416	\$150,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12442	\$527,536.00	\$0.00	0.00%	\$8,011.09	1.52%	\$8,011.09	1.52%
2000	12493	\$120,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	12541	\$72,532.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	13092	\$150,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	13093	\$65,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	13095	\$65,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	13458	\$350,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	15415	\$160,843.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	15492	\$40,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	15494	\$21,375.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	15518	\$83,333.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	15631	\$84,600.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	15659	\$40,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2000	15699	\$5,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
		\$10,314,012	\$11,686	0.11%	\$222,572	2.16%	\$210,886	2.04%
2001								
2001	10670	\$53,462.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	10674	\$205,242.00	\$0.00	0.00%	\$7,478.02	3.64%	\$7,478.02	3.64%
2001	10677	\$405,813.00	\$0.00	0.00%	\$58,689.13	14.46%	\$58,689.13	14.46%
2001	10678	\$350,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	10680	\$974,908.00	\$0.00	0.00%	\$17,933.00	1.84%	\$17,933.00	1.84%

Exhibit 5-12 (Continued)
Professional Services
Fiscal Years 2000-2006
Project Goal Utilization Analysis - ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2001								
2001	10683	\$366,991.00	\$0.00	0.00%	\$26,440.05	7.20%	\$26,440.05	7.20%
2001	10684	\$686,476.00	\$0.00	0.00%	\$15,440.00	2.25%	\$15,440.00	2.25%
2001	10686	\$37,188.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	10690	\$360,193.00	\$0.00	0.00%	\$10,000.00	2.78%	\$10,000.00	2.78%
2001	10693	\$295,324.00	\$0.00	0.00%	\$8,800.00	2.98%	\$8,800.00	2.98%
2001	10694	\$180,331.00	\$0.00	0.00%	\$19,227.46	10.66%	\$19,227.46	10.66%
2001	10695	\$69,953.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	10696	\$1,573,995.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	10697	\$463,037.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12230	\$150,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12233	\$300,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12236	\$1,000,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12255	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12261	\$250,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12269	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12287	\$62,614.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12288	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12289	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12295	\$300,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12304	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12313	\$95,827.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12315	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12451	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12472	\$250,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12514	\$217,855.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12518	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12548	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12565	\$10,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	12618	\$374,973.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	13087	\$450,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	13222	\$600,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	13250	\$178,589.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	13264	\$798,539.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	13451	\$586,708.00	\$0.00	0.00%	\$31,860.32	5.43%	\$31,860.32	5.43%
2001	13479	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	13524	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	13544	\$67,990.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	13643	\$299,288.00	\$0.00	0.00%	\$8,800.00	2.94%	\$8,800.00	2.94%
2001	13748	\$337,955.00	\$0.00	0.00%	\$2,513.17	0.74%	\$2,513.17	0.74%
2001	15411	\$228,602.00	\$0.00	0.00%	\$8,965.27	3.92%	\$8,965.27	3.92%
2001	15416	\$88,214.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	15417	\$45,936.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	15498	\$68,830.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	15506	\$40,902.79	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	15507	\$16,979.58	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	15508	\$24,286.76	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	15509	\$10,958.67	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	15511	\$21,896.53	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	15512	\$7,898.29	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	15526	\$300,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	15527	\$150,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	15620	\$1,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	15628	\$6,060.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2001	15678	\$25,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
		\$15,289,816	\$0	0.00%	\$216,146	1.41%	\$216,146	1.41%

Exhibit 5-12 (Continued)
Professional Services
Fiscal Years 2000-2006
Project Goal Utilization Analysis - ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2002								
2002	10701	\$349,629.00	\$0.00	0.00%	\$17,623.88	5.04%	\$17,623.88	5.04%
2002	10704	\$1,251,948.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	10706	\$1,086,208.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	10708	\$999,153.00	\$0.00	0.00%	\$37,121.65	3.72%	\$37,121.65	3.72%
2002	10710	\$700,315.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	10711	\$2,426,156.00	\$0.00	0.00%	\$30,167.00	1.24%	\$30,167.00	1.24%
2002	10712	\$1,265,145.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	10713	\$75,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	10715	\$1,316,800.00	\$0.00	0.00%	\$16,288.72	1.24%	\$16,288.72	1.24%
2002	12256	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12270	\$59,051.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12273	\$50,006.00	\$0.00	0.00%	\$5,775.00	11.55%	\$5,775.00	11.55%
2002	12316	\$51,687.00	\$0.00	0.00%	\$5,595.50	10.83%	\$5,595.50	10.83%
2002	12324	\$71,218.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12325	\$80,396.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12326	\$65,021.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12327	\$96,898.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12337	\$51,759.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12349	\$75,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12398	\$1,265,145.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12405	\$75,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12434	\$75,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12444	\$192,777.00	\$0.00	0.00%	\$3,920.43	2.03%	\$3,920.43	2.03%
2002	12452	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12473	\$351,035.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12476	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12486	\$75,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12499	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12519	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12534	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12549	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	12554	\$1,344,964.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	13200	\$75,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	13208	\$75,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	13225	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	13354	\$239,923.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	13362	\$423,337.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	13418	\$493,164.05	\$0.00	0.00%	\$8,656.78	1.76%	\$8,656.78	1.76%
2002	13515	\$103,602.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	13517	\$1,748,470.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	13681	\$3,100,864.00	\$0.00	0.00%	\$41,032.36	1.32%	\$41,032.36	1.32%
2002	13705	\$733,296.00	\$0.00	0.00%	\$65,271.82	8.90%	\$65,271.82	8.90%
2002	13721	\$1,477,891.00	\$29,557.82	2.00%	\$11,466.00	0.78%	(\$18,091.82)	-1.22%
2002	13733	\$1,082,120.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	14121	\$15,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15112	\$102,760.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15116	\$99,626.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15493	\$11,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15505	\$56,995.29	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15513	\$95,882.85	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15516	\$118,234.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15523	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15529	\$170,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2002	15630	\$230,743.81	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
		\$25,303,220	\$29,558	0.12%	\$242,919.14	0.96%	\$213,361	0.84%

Exhibit 5-12 (Continued)
Professional Services
Fiscal Years 2000-2006
Project Goal Utilization Analysis - ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2003								
2003	10717	\$127,347.00	\$0.00	0.00%	\$184.00	0.14%	\$184.00	0.14%
2003	10718	\$155,398.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	10720	\$894,371.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	11762	\$310,515.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12231	\$50,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12257	\$82,257.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12317	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12338	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12344	\$500,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12348	\$148,338.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12394	\$500,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12404	\$500,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12414	\$350,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12424	\$250,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12426	\$500,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12427	\$350,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12445	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12455	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12461	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12462	\$500,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12463	\$300,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12464	\$94,121.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12474	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12475	\$500,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12500	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12501	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12503	\$50,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12504	\$26,280.45	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12515	\$800,547.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12516	\$299,998.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12528	\$50,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12529	\$225,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12535	\$150,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12536	\$500,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12537	\$894,371.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12569	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12577	\$197,621.00	\$0.00	0.00%	\$13,131.03	6.64%	\$13,131.03	6.64%
2003	12826	\$500,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12829	\$500,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12831	\$150,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12832	\$350,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12834	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12870	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	12981	\$750,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	13230	\$7,486.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	13321	\$125,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	13415	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	13439	\$20,755.60	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	13461	\$62,505.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	13659	\$514,275.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	13668	\$288,262.00	\$0.00	0.00%	\$4,489.01	1.56%	\$4,489.01	1.56%
2003	13949	\$500,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	14941	\$150,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%

Exhibit 5-12 (Continued)
Professional Services
Fiscal Years 2000-2006
Project Goal Utilization Analysis - ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2003								
2003	14942	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	15039	\$244,743.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	15418	\$387,147.00	\$0.00	0.00%	\$138.00	0.04%	\$138.00	0.04%
2003	15422	\$161,792.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	15449	\$500,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	15456	\$50,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	15457	\$225,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	15632	\$89,900.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	15654	\$150,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	15663	\$13,764.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	15665	\$257,567.21	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2003	15666	\$152,972.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
		\$16,857,333	\$0	0.00%	\$17,942	0.11%	\$17,942	0.11%
2004								
2004	11313	\$62,875.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	11314	\$20,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	11740	\$183,490.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12191	\$19,993.60	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12197	\$21,475.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12277	\$354,821.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12283	\$300,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12290	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12297	\$231,593.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12330	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12350	\$85,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12360	\$452,845.00	\$0.00	0.00%	\$13,749.20	3.04%	\$13,749.20	3.04%
2004	12363	\$201,140.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12429	\$1,000,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12435	\$85,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12436	\$150,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12449	\$95,924.54	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12453	\$200,000.00	\$0.00	0.00%	\$50,001.45	25.00%	\$50,001.45	25.00%
2004	12454	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12465	\$22,534.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12466	\$300,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12469	\$500,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12471	\$170,482.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12477	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12478	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12479	\$50,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12487	\$85,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12507	\$400,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12508	\$1,000,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12509	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12517	\$299,998.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12520	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12521	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12538	\$10,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12545	\$358,452.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12550	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12557	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	12570	\$1,495,928.00	\$0.00	0.00%	\$4,300.00	0.29%	\$4,300.00	0.29%
2004	12833	\$300,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%

Exhibit 5-12 (Continued)
Professional Services
Fiscal Years 2000-2006
Project Goal Utilization Analysis - ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2004								
2004	13318	\$150,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	13599	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	13663	\$85,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	13706	\$208,970.00	\$0.00	0.00%	\$1,852.93	0.89%	\$1,852.93	0.89%
2004	13746	\$465,600.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	13780	\$3,576,685.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	13834	\$826,071.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	13836	\$464,308.00	\$0.00	0.00%	\$4,708.18	1.01%	\$4,708.18	1.01%
2004	13914	\$15,489.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	14023	\$372,139.00	\$0.00	0.00%	\$32,177.76	8.65%	\$32,177.76	8.65%
2004	14077	\$504,622.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	14087	\$518,736.85	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15168	\$9,750.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15270	\$10,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15409	\$18,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15419	\$1,455,258.00	\$0.00	0.00%	\$1,176.00	0.08%	\$1,176.00	0.08%
2004	15452	\$549,326.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15453	\$400,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15475	\$79,300.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15476	\$146,512.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15483	\$10,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2004	15653	\$118,468.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
		\$20,240,786	\$0	0.00%	\$107,966	0.53%	\$107,966	0.53%
2005								
2005	11070	\$150,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	11074	\$129,008.37	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	11082	\$20,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	11198	\$151,445.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	11200	\$52,552.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	11205	\$87,125.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	11207	\$363,984.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	11208	\$4,444.92	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	11236	\$10,950.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	11237	\$23,984.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	11238	\$3,889.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	12383	\$85,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	12430	\$300,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	12510	\$15,653.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	12551	\$51,267.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	12579	\$300,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	12849	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	12853	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13070	\$820,841.14	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13304	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13448	\$85,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13465	\$410,335.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13466	\$141,449.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13503	\$85,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13549	\$158,190.00	\$7,909.50	5.00%	\$0.00	0.00%	(\$7,909.50)	-5.00%
2005	13559	\$2,215,013.00	\$0.00	0.00%	\$38,430.00	1.73%	\$38,430.00	1.73%
2005	13562	\$85,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13576	\$85,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13597	\$150,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%

Exhibit 5-12 (Continued)
Professional Services
Fiscal Years 2000-2006
Project Goal Utilization Analysis - ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2005								
2005	13603	\$27,519.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13604	\$48,286.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13605	\$49,987.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13608	\$211,353.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13621	\$119,859.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13674	\$50,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13686	\$471,532.00	\$0.00	0.00%	\$14,025.00	2.97%	\$14,025.00	2.97%
2005	13697	\$175,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13708	\$196,992.00	\$0.00	0.00%	\$25,344.46	12.87%	\$25,344.46	12.87%
2005	13722	\$50,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13725	\$50,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13726	\$125,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13729	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13730	\$150,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13737	\$853,895.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13750	\$350,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13778	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13783	\$109,353.00	\$0.00	0.00%	\$3,624.22	3.31%	\$3,624.22	3.31%
2005	13795	\$300,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13796	\$50,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13802	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13814	\$50,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13815	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13964	\$350,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	13985	\$572,731.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	14003	\$350,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	14094	\$105,397.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	14940	\$350,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15149	\$60,368.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15193	\$6,070.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15199	\$55,100.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15214	\$9,953.44	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15221	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15408	\$63,935.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15412	\$238,909.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15432	\$300,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15433	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15437	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15451	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15454	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15651	\$20,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15652	\$25,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15661	\$67,250.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15682	\$35,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2005	15685	\$60,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
		\$14,093,620	\$7,910	0.06%	\$81,424	0.58%	\$73,514	0.52%
2006								
2006	10724	\$88,625.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	11002	\$96,430.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	11007	\$175,373.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	11041	\$200,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	11049	\$177,140.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	12593	\$350,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%

Exhibit 5-12 (Continued)
Professional Services
Fiscal Years 2000-2006
Project Goal Utilization Analysis - ALL CONTRACTS
Montana Department of Transportation

Fiscal Year	Contract ID	Contract Amount	Contract Goal Amount	Contract Goal	Achieved Contract Goal Amount	Achieved Goal %	Dollars Over/Under Goal	% of Dollars Over/Under Goal
2006								
2006	13325	\$400,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	13409	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	13495	\$400,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	13594	\$947,236.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	13662	\$368,633.81	\$0.00	0.00%	\$50.00	0.01%	\$50.00	0.01%
2006	13684	\$391,394.00	\$0.00	0.00%	\$3,007.95	0.77%	\$3,007.95	0.77%
2006	13685	\$324,261.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	13690	\$350,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	13691	\$205,460.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	13692	\$15,290.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	13693	\$156,223.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	13694	\$150,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	13699	\$150,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	13738	\$128,502.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	13739	\$228,176.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	13740	\$2,212,216.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	13741	\$239,705.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	13742	\$378,110.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	13743	\$1,788,921.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	13753	\$72,639.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	13766	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	13785	\$95,334.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	13792	\$350,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	13813	\$155,113.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15222	\$365,981.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15256	\$54,743.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15292	\$6,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15293	\$6,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15294	\$15,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15424	\$164,627.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15425	\$20,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15427	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15429	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15430	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15434	\$175,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15435	\$150,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15436	\$175,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15438	\$225,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15441	\$250,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15442	\$300,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15444	\$225,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15447	\$250,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15448	\$100,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15487	\$6,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15488	\$6,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15495	\$147,900.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15638	\$33,527.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15647	\$341,596.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15649	\$258,350.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2006	15662	\$121,000.00	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
		\$14,491,506	\$0	0.00%	\$3,058	0.02%	\$3,058	0.02%
TOTALS		\$116,590,293	\$49,153	0.04%	\$892,027	0.77%	\$842,874	0.72%

Source: Montana Department of Transportation for the period of October 1, 1999 through September 30, 2006.

Exhibit 5-13
DBE Project Goal Utilization Analysis
Professional Services
Montana Department of Transportation
FY2002 - FY2006

Fiscal Year	Total # of Contracts	Total Contract Dollars Awarded	DBE Assigned Goal	Projected DBE Goal Amount	Actual DBE Goal Achieved	Actual DBE Goal Amount Achieved	Total # of Contracts w/ Goals	Total Contract Dollars Awarded w/Goals	Total DBE Dollars	Percent of Total Contract Dollars w/Goals Awarded to DBEs	Total # of Contracts w/out Goals	Total Contract Dollars Awarded w/out Goals	Total # of Contracts w/out Goals Awarded to DBEs	Total Contract Dollars w/out Goals Awarded to DBEs	Total DBE Dollars	Percent of Total Contract Dollars w/out Goals Awarded to DBEs
2000	46	\$10,314,012	0.11%	\$11,686	2.16%	\$222,572	1	\$584,289	\$11,686	2.00%	45	\$9,729,723	6	\$3,342,256	\$173,739	1.79%
2001	59	\$15,289,816	0.00%	\$0	1.41%	\$216,146	0	\$0	\$0	0.00%	59	\$15,289,816	12	\$4,927,831	\$216,146	1.41%
2002	54	\$25,303,220	0.12%	\$29,558	0.96%	\$242,919	1	\$1,477,891	\$29,558	2.00%	53	\$23,825,329	10	\$9,713,532	\$231,453	0.97%
2003	65	\$16,857,333	0.00%	\$0	0.11%	\$17,942	0	\$0	\$0	0.00%	65	\$16,857,333	4	\$873,030	\$17,942	0.11%
2004	61	\$20,240,786	0.00%	\$0	0.53%	\$107,966	0	\$0	\$0	0.00%	61	\$20,240,786	7	\$4,649,448	\$107,966	0.53%
2005	74	\$14,093,620	0.06%	\$7,910	0.58%	\$81,424	1	\$158,190	\$7,910	5.00%	73	\$13,935,430	4	\$2,992,890	\$81,424	0.58%
Subtotal	359	\$102,098,787	0.05%	\$49,153	0.87%	\$888,969	3	\$2,220,370	\$49,153	2.21%	356	\$99,878,417	43	\$26,498,987	\$828,670	0.83%
2006	56	\$14,491,506	0.00%	\$0	0.02%	\$3,058	0	\$0	\$0	0.00%	56	\$14,491,506	2	\$760,028	\$3,058	0.02%
Total	415	\$116,590,293	0.04%	\$49,153	0.77%	\$892,027	3	\$2,220,370	\$49,153	2.21%	412	\$114,369,923	45	\$27,259,015	\$831,728	0.73%

Source: Montana Department of Transportation for the period of October 1, 1999 through September 30, 2006.

The actual contracts awarded to DBEs were \$888,969 or 0.87 percent of the total federal dollars expended. This total includes 356 contracts that did not have an assigned goal. DBEs received \$828,670 or 0.83 percent of the total \$99.8 million from the 356 contracts awarded without assigned goals.

During FY2006 a total 56 contracts were awarded with zero contracts having assigned DBE goals. The total amount of contracts awarded during FY2006 was over \$14.4 million of which \$3,058 or 0.02 percent was awarded to DBE firms.

5.6 Utilization Threshold Analyses

For further comparison of DBE utilization, the Wilson Group conducted a threshold analysis of prime contractor contracts awarded by the MDT. This was accomplished by evaluating the contracts awarded based on the following dollar ranges:

- Contracts in the amount of \$500,000 or less
- Contracts in the amount of \$500,001 to \$1,000,000
- Contracts in the amount of \$1,000,001 to \$5,000,000
- Contracts in the amount of \$5,000,001 to \$10,000,000
- Contracts over \$10,000,000

Exhibit 5-14 shows that for all business categories combined, a total of 1459 prime contracts were awarded by the MDT with 174 or 11.93 percent of the prime contract awards in the amount of \$500,000 or less, 939 or 64.36 percent of the prime contract awards in the amount of \$500,001 to 1,000,000. DBEs received a total of 26 or 14.94 percent of the contracts in the dollar range of \$500,000 or less, 251 or 26.73 percent of the contracts in the dollar range of \$500,001 to \$1 million, 2 or 3.45 percent of the contracts in the dollar range of \$1 million to \$5 million and 36 or 13.69 percent of the contracts in the dollar range of \$5 million to \$10 million. As contract amounts increased above \$1,000,000 DBE participation decreased. A significant decrease in DBE participation occurred in the \$1 million to \$5 million range and no contracts were awarded to DBEs in the above \$10 million range. DBEs were awarded 315 or 21.59 percent of all prime contracts while non-DBEs were awarded 1144 or 78.41 percent. Among DBEs, Women received 267 or 18.30 percent of the prime contracts awarded, followed by Native Americans receiving 38 or 2.61 percent.

The following sections provide the results of the prime contractor utilization threshold analyses conducted for each business category.

**Exhibit 5-14
Business Categories Combined
Fiscal Years 2000-2006
Prime Contractor Utilization Threshold
Percentage of Total Dollars
Ethnicity Classification
Montana Department of Transportation**

Threshold	Black Americans	Native Americans	Asian Pacific Americans	Asian Subcontinent Americans	Hispanic Americans	Women	Total DBEs	Non-DBEs	Total Dollars Awarded
\$500,000 or Less	\$1,297,944	\$1,160,263	\$0	\$0	\$0	\$13,769,093	\$16,227,299	\$109,471,372	\$125,698,671
# of Contracts	2	2	0	0	0	22	26	148	174
Percent of Dollars	1.03%	0.92%	0.00%	0.00%	0.00%	10.95%	12.91%	87.09%	
Percent of Contracts	1.15%	1.15%	0.00%	0.00%	0.00%	12.64%	14.94%	85.06%	
\$500,001 to \$1,000,000	\$1,767,831	\$3,926,765	\$0	\$0	\$0	\$35,333,436	\$41,028,031	\$114,003,602	\$155,031,633
# of Contracts	8	32	0	0	0	211	251	688	939
Percent of Dollars	1.14%	2.53%	0.00%	0.00%	0.00%	22.79%	26.46%	73.54%	
Percent of Contracts	0.85%	3.41%	0.00%	0.00%	0.00%	22.47%	26.73%	73.27%	
\$1,000,001 to \$5,000,000	\$0	\$0	\$0	\$0	\$0	\$14,150,474	\$14,150,474	\$392,251,041	\$406,401,515
# of Contracts	0	0	0	0	0	2	2	56	58
Percent of Dollars	0.00%	0.00%	0.00%	0.00%	0.00%	3.48%	3.48%	96.52%	
Percent of Contracts	0.00%	0.00%	0.00%	0.00%	0.00%	3.45%	3.45%	96.55%	
\$5,000,001 to \$10,000,000	\$0	\$5,957,971	\$0	\$0	\$0	\$71,804,863	\$77,762,834	\$502,766,672	\$580,529,506
# of Contracts	0	4	0	0	0	32	36	227	263
Percent of Dollars	0.00%	1.03%	0.00%	0.00%	0.00%	12.37%	13.40%	86.60%	
Percent of Contracts	0.00%	1.52%	0.00%	0.00%	0.00%	12.17%	13.69%	86.31%	
Above \$10,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$324,669,768	\$324,669,768
# of Contracts	0	0	0	0	0	0	0	25	25
Percent of Dollars	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	
Percent of Contracts	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	
Total	\$3,065,775	\$11,044,998	\$0	\$0	\$0	\$135,057,866	\$149,168,639	\$1,443,162,455	\$1,592,331,094

Source: Montana Department of Transportation for the period of October 1, 1999 through September 30, 2006

5.6.1 Construction

Exhibit 5-15 shows the threshold analysis conducted of Construction prime contracts awarded by the MDT. A total of 1044 Construction prime contracts were awarded by the MDT with 572 or 54.79 percent of the contracts awarded in the dollar range of \$500,000 or less, followed by 244 or 23.37 percent of the contracts awarded in the dollar range of \$1,000,000 to \$5,000,000. DBEs received 189 or 33.04 percent of the contracts awarded in the dollar range of \$500,000 or less and 36 or 14.75 percent of the contracts awarded in the 1 million to \$5 million range. As contract amounts increased above \$5 million DBE participation significantly decreased. There were 25 contracts awarded in the dollar range above \$10 million with no DBE participation. DBEs received 249 or 23.85 percent of the Construction prime contracts awarded, while non-DBEs received 795 or 76.15 percent. Among DBEs, Women received 204 or 19.54 percent of the Construction prime contracts awarded by the MDT.

5.6.2 Professional Services

Exhibit 5-16 shows the threshold analysis conducted of Professional Services prime contracts awarded by the MDT. A total of 415 Professional Services prime contracts were awarded by the MDT with 367 or 88.43 percent of the contracts awarded in the dollar range of \$500,000 or less. DBEs received 62 or 16.89 percent of the contracts awarded in the dollar range of \$500,000 or less. As contract amounts increased above \$500,000 DBE participation decreased.

Nineteen prime contracts were awarded to non-DBEs in the dollar range of \$1,000,001 million to \$5 million and no prime contracts were awarded in the dollar range above \$5,000,001. DBEs received 66 or 15.90 percent of the Professional Services prime contracts awarded while non-DBEs received 349 or 84.10 percent. Among DBEs, Women received 63 or 15.18 percent of the Professional Services prime contracts awarded by the MDT.

5.7 Subcontractor Utilization Threshold Analyses

For further comparison of DBE utilization, the Wilson Group conducted a threshold analysis of subcontracts awarded by the MDT. This was accomplished by evaluating the contracts awarded based on the following dollar ranges:

- Contracts in the amount of \$150,000 or less
- Contracts in the amount of \$150,001 to \$350,000
- Contracts in the amount of \$350,001 to \$750,000
- Contracts in the amount of \$750,001 to \$1,000,000
- Contracts in the amount of \$1,000,001 to \$5,000,000
- Contracts over \$5,000,000

Exhibit 5-15
Construction
Fiscal Years 2002 - 2006
Prime Contractor Utilization Threshold
Percentage of Total Dollars
Ethnicity Classification
Montana Department of Transportation

Threshold	Black Americans	Native Americans	Asian Pacific Americans	Asian Subcontinent Americans	Hispanic Americans	Women	Total DBEs	Non-DBEs	Total Dollars Awarded
\$500,000 or Less	\$1,767,831	\$3,563,178	\$0	\$0	\$0	\$25,903,837	\$31,234,846	\$62,808,119	\$94,042,965
# of Contracts	8	29	0	0	0	152	189	383	572
Percent of Dollars	1.88%	3.79%	0.00%	0.00%	0.00%	27.54%	33.21%	66.79%	
Percent of Contracts	1.40%	5.07%	0.00%	0.00%	0.00%	26.57%	33.04%	66.96%	
\$500,001 to \$1,000,000	\$1,297,944	\$1,160,263	\$0	\$0	\$0	\$10,767,060	\$13,225,267	\$90,676,719	\$103,901,985
# of Contracts	2	2	0	0	0	18	22	123	145
Percent of Dollars	1.25%	1.12%	0.00%	0.00%	0.00%	10.36%	12.73%	87.27%	
Percent of Contracts	1.38%	1.38%	0.00%	0.00%	0.00%	12.41%	15.17%	84.83%	
\$1,000,001 to \$5,000,000	\$0	\$5,957,971	\$0	\$0	\$0	\$71,804,863	\$77,762,834	\$468,961,733	\$546,724,567
# of Contracts	0	4	0	0	0	32	36	208	244
Percent of Dollars	0.00%	1.09%	0.00%	0.00%	0.00%	13.13%	14.22%	85.78%	
Percent of Contracts	0.00%	1.64%	0.00%	0.00%	0.00%	13.11%	14.75%	85.25%	
\$5,000,001 to \$10,000,000	\$0	\$0	\$0	\$0	\$0	\$14,150,474	\$14,150,474	\$392,251,041	\$406,401,515
# of Contracts	0	0	0	0	0	2	2	56	58
Percent of Dollars	0.00%	0.00%	0.00%	0.00%	0.00%	3.48%	3.48%	96.52%	
Percent of Contracts	0.00%	0.00%	0.00%	0.00%	0.00%	3.45%	3.45%	96.55%	
Above \$10,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$324,669,768	\$324,669,768
# of Contracts	0	0	0	0	0	0	0	25	25
Percent of Dollars	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	
Percent of Contracts	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	
Total	\$3,065,775	\$10,681,411	\$0	\$0	\$0	\$122,626,234	\$136,373,421	\$1,339,367,380	\$1,475,740,801

Source: Montana Department of Transportation for the period of October 1, 1999 through September 30, 2006.

Exhibit 5-16
Professional Services
Fiscal Years 2002 - 2006
Prime Contractor Utilization Threshold
Percentage of Total Dollars
Ethnicity Classification
Montana Department of Transportation

Threshold	Black Americans	Native Americans	Asian Pacific Americans	Asian Subcontinent Americans	Hispanic Americans	Women	Total DBEs	Non-DBEs	Total Dollars Awarded
\$500,000 or Less	\$0	\$363,587	\$0	\$0	\$0	\$9,429,598	\$9,793,185	\$51,195,482	\$60,988,668
# of Contracts	0	3	0	0	0	59	62	305	367
Percent of Dollars	0.00%	0.60%	0.00%	0.00%	0.00%	15.46%	16.06%	83.94%	
Percent of Contracts	0.00%	0.82%	0.00%	0.00%	0.00%	16.08%	16.89%	83.11%	
\$500,001 to \$1,000,000	\$0	\$0	\$0	\$0	\$0	\$3,002,033	\$3,002,033	\$18,794,653	\$21,796,686
# of Contracts	0	0	0	0	0	4	4	25	29
Percent of Dollars	0.00%	0.00%	0.00%	0.00%	0.00%	13.77%	13.77%	86.23%	
Percent of Contracts	0.00%	0.00%	0.00%	0.00%	0.00%	13.79%	13.79%	86.21%	
\$1,000,001 to \$5,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$33,804,939	\$33,804,939
# of Contracts	0	0	0	0	0	0	0	19	19
Percent of Dollars	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	
Percent of Contracts	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	
\$5,000,001 to \$10,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
# of Contracts	0	0	0	0	0	0	0	0	0
Percent of Dollars	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Percent of Contracts	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Above \$10,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
# of Contracts	0	0	0	0	0	0	0	0	0
Percent of Dollars	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Percent of Contracts	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Total	\$0	\$363,587	\$0	\$0	\$0	\$12,431,631	\$12,795,218	\$103,795,075	\$116,590,293

Source: Montana Department of Transportation for the period of October 1, 1999 through September 30, 2006

Exhibit 5-17 shows that for all business categories combined a total of 3571 subcontracts were awarded by the MDT with 2924 or 81.88 percent of the subcontract awards in the amount of \$150,000 or less. DBEs received 1266 or 43.30 percent of the contracts in the dollar range of \$150,000 or less. DBEs were awarded 1483 or 41.53 percent of all subcontracts while non-DBEs were awarded 2088 or 58.47 percent. Among DBEs, Women received 1102 or 30.86 percent of the subcontracts awarded by the MDT.

The following sections provide the results of the subcontractor utilization threshold analyses conducted for each business category.

5.7.1 Construction

Exhibit 5-18 shows the threshold analysis conducted of Construction subcontracts awarded by the MDT. A total of 3165 Construction subcontracts were awarded by the MDT with 2536 or 80.13 percent of the subcontracts awarded in the dollar range of \$150,000 or less. DBEs received 1196 or 47.16 percent of the subcontracts awarded in the dollar range of \$150,000 or less and received 130 or 35.52 percent of those in the dollar range of \$150,001 to \$350,000. As contract amounts increased above \$350,000 DBE participation decreased. A significant decrease in DBE participation occurred in the \$750,001 to \$1 million range, the \$1,000,001 to \$5 million range and the above \$5 million range. DBEs were awarded 1413 or 44.65 percent of Construction subcontracts while non-DBEs were awarded 1752 or 55.36 percent. Among DBEs, Women received 1042 or 32.92 percent of the Construction subcontracts awarded by the MDT.

5.7.2 Professional Services

Exhibit 5-19 shows the threshold analysis conducted of Professional Services subcontracts awarded by the MDT. A total of 406 Professional Services subcontracts were awarded by the MDT with 388 or 95.60 percent of the subcontracts awarded in the dollar range of \$150,000 or less. DBEs received 70 or 17.24 percent of the subcontracts awarded in the dollar range of \$150,000 or less. All contracts above \$150,000 were awarded to non-DBEs. Among DBEs, Women received 60 or 14.78 percent of the Professional Services subcontracts awarded by the MDT.

Exhibit 5-17
Business Categories Combined
Fiscal Years 2000-2006
Subcontractor Utilization Threshold
Percentage of Total Dollars
Ethnicity Classification
Montana Department of Transportation

DRAFT

MONTANA DEPARTMENT OF TRANSPORTATION
Disparity and Availability Study

Threshold	Black Americans	Native Americans	Asian Pacific Americans	Asian Subcontinent Americans	Hispanic Americans	Women	Total DBEs	Non-DBEs	Total Dollars Awarded
\$150,000 or Less	\$2,197,756	\$11,107,222	\$49,047	\$0	\$587,085	\$35,409,844	\$49,350,955	\$50,732,103	\$100,083,058
# of Subcontracts	55	209	1	0	21	980	1,266	1,658	2,924
Percent of Dollars	2.20%	11.10%	0.05%	0.00%	0.59%	35.38%	49.31%	50.69%	
Percent of Subcontracts	1.88%	7.15%	0.03%	0.00%	0.72%	33.52%	43.30%	56.70%	
\$150,001 to \$350,000	\$0	\$12,901,600	\$0	\$0	\$469,576	\$17,165,076	\$30,536,252	\$55,226,920	\$85,763,172
# of Subcontracts	0	53	0	0	2	75	130	246	376
Percent of Dollars	0.00%	15.04%	0.00%	0.00%	0.55%	20.01%	35.61%	64.39%	
Percent of Subcontracts	0.00%	14.10%	0.00%	0.00%	0.53%	19.95%	34.57%	65.43%	
\$350,001 to \$750,000	\$419,224	\$15,394,441	\$0	\$0	\$0	\$13,276,007	\$29,089,672	\$60,928,712	\$90,018,385
# of Subcontracts	1	32	0	0	0	25	58	124	182
Percent of Dollars	0.47%	17.10%	0.00%	0.00%	0.00%	14.75%	32.32%	67.68%	
Percent of Subcontracts	0.55%	17.58%	0.00%	0.00%	0.00%	13.74%	31.87%	68.13%	
\$750,001 to \$1,000,000	\$0	\$5,088,305	\$0	\$0	\$0	\$4,301,229	\$9,389,534	\$15,059,804	\$24,449,338
# of Subcontracts	0	6	0	0	0	5	11	17	28
Percent of Dollars	0.00%	20.81%	0.00%	0.00%	0.00%	17.59%	38.40%	61.60%	
Percent of Subcontracts	0.00%	21.43%	0.00%	0.00%	0.00%	17.86%	39.29%	60.71%	
\$1,000,001 to \$5,000,000	\$0	\$1,114,499	\$0	\$0	\$0	\$35,903,272	\$37,017,771	\$73,265,428	\$110,283,199
# of Subcontracts	0	1	0	0	0	14	15	42	57
Percent of Dollars	0.00%	1.01%	0.00%	0.00%	0.00%	32.56%	33.57%	66.43%	
Percent of Subcontracts	0.00%	1.75%	0.00%	0.00%	0.00%	24.56%	26.32%	73.68%	
Above \$5,000,000	\$0	\$0	\$0	\$0	\$0	\$18,344,088	\$18,344,088	\$5,161,285	\$23,505,374
# of Subcontracts	0	0	0	0	0	3	3	1	4
Percent of Dollars	0.00%	0.00%	0.00%	0.00%	0.00%	78.04%	78.04%	21.96%	
Percent of Subcontracts	0.00%	0.00%	0.00%	0.00%	0.00%	75.00%	75.00%	25.00%	
Total	\$2,616,979	\$45,606,068	\$49,047	\$0	\$1,056,661	\$124,399,517	\$173,728,273	\$260,374,253	\$434,102,526

Source: Montana Department of Transportation for the period of October 1, 1999 through September 30, 2006

Exhibit 5-18
Construction
Fiscal Years 2002 - 2006
Subcontractor Utilization Threshold
Percentage of Total Dollars
Ethnicity Classification
Montana Department of Transportation

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Threshold	Black Americans	Native Americans	Asian Pacific Americans	Asian Subcontinent Americans	Hispanic Americans	Women	Total DBEs	Non-DBEs	Total Dollars Awarded
\$150,000 or Less	\$2,195,776	\$11,085,957	\$49,047	\$0	\$509,696	\$34,618,452	\$48,458,928	\$44,692,846	\$93,151,774
# of Subcontracts	54	206	1	0	15	920	1,196	1,340	2,536
Percent of Dollars	2.36%	11.90%	0.05%	0.00%	0.55%	37.16%	52.02%	47.98%	
Percent of Subcontracts	2.13%	8.12%	0.04%	0.00%	0.59%	36.28%	47.16%	52.84%	
\$150,001 to \$350,000	\$0	\$12,901,600	\$0	\$0	\$469,576	\$17,165,076	\$30,536,252	\$52,994,746	\$83,530,998
# of Subcontracts	0	53	0	0	2	75	130	236	366
Percent of Dollars	0.00%	15.45%	0.00%	0.00%	0.56%	20.55%	36.56%	63.44%	
Percent of Subcontracts	0.00%	14.48%	0.00%	0.00%	0.55%	20.49%	35.52%	64.48%	
\$350,001 to \$750,000	\$419,224	\$15,394,441	\$0	\$0	\$0	\$13,276,007	\$29,089,672	\$57,061,109	\$86,150,781
# of Subcontracts	1	32	0	0	0	25	58	116	174
Percent of Dollars	0.49%	17.87%	0.00%	0.00%	0.00%	15.41%	33.77%	66.23%	
Percent of Subcontracts	0.57%	18.39%	0.00%	0.00%	0.00%	14.37%	33.33%	66.67%	
\$750,001 to \$1,000,000	\$0	\$5,088,305	\$0	\$0	\$0	\$4,301,229	\$9,389,534	\$15,059,804	\$24,449,338
# of Subcontracts	0	6	0	0	0	5	11	17	28
Percent of Dollars	0.00%	20.81%	0.00%	0.00%	0.00%	17.59%	38.40%	61.60%	
Percent of Subcontracts	0.00%	21.43%	0.00%	0.00%	0.00%	17.86%	39.29%	60.71%	
\$1,000,001 to \$5,000,000	\$0	\$1,114,499	\$0	\$0	\$0	\$35,903,272	\$37,017,771	\$73,265,428	\$110,283,199
# of Subcontracts	0	1	0	0	0	14	15	42	57
Percent of Dollars	0.00%	1.01%	0.00%	0.00%	0.00%	32.56%	33.57%	66.43%	
Percent of Subcontracts	0.00%	1.75%	0.00%	0.00%	0.00%	24.56%	26.32%	73.68%	
Above \$5,000,000	\$0	\$0	\$0	\$0	\$0	\$18,344,088	\$18,344,088	\$5,161,285	\$23,505,374
# of Subcontracts	0	0	0	0	0	3	3	1	4
Percent of Dollars	0.00%	0.00%	0.00%	0.00%	0.00%	78.04%	78.04%	21.96%	
Percent of Subcontracts	0.00%	0.00%	0.00%	0.00%	0.00%	75.00%	75.00%	25.00%	
Total	\$2,614,999	\$45,584,802	\$49,047	\$0	\$979,272	\$123,608,125	\$172,836,246	\$248,235,218	\$421,071,464

Source: Montana Department of Transportation for the period of October 1, 1999 through September 30, 2006.

Exhibit 5-19
Professional Services
Fiscal Years 2002 - 2006
Subcontractor Utilization Threshold
Percentage of Total Dollars
Ethnicity Classification
Montana Department of Transportation

Threshold	Black Americans	Native Americans	Asian Pacific Americans	Asian Subcontinent Americans	Hispanic Americans	Women	Total DBEs	Non-DBEs	Total Dollars Awarded
\$150,000 or Less	\$1,980	\$21,266	\$0	\$0	\$77,389	\$791,392	\$892,027	\$6,039,257	\$6,931,284
# of Subcontracts	1	3	0	0	6	60	70	318	388
Percent of Dollars	0.03%	0.31%	0.00%	0.00%	1.12%	11.42%	12.87%	87.13%	
Percent of Subcontracts	0.26%	0.77%	0.00%	0.00%	1.55%	15.46%	18.04%	81.96%	
\$150,001 to \$350,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,232,174	\$2,232,174
# of Subcontracts	0	0	0	0	0	0	0	10	10
Percent of Dollars	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	
Percent of Subcontracts	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	
\$350,001 to \$750,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,867,604	\$3,867,604
# of Subcontracts	0	0	0	0	0	0	0	8	8
Percent of Dollars	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	
Percent of Subcontracts	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	
\$750,001 to \$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
# of Subcontracts	0	0	0	0	0	0	0	0	0
Percent of Dollars	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Percent of Subcontracts	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
\$1,000,001 to \$5,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
# of Subcontracts	0	0	0	0	0	0	0	0	0
Percent of Dollars	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Percent of Subcontracts	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Above \$5,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
# of Subcontracts	0	0	0	0	0	0	0	0	0
Percent of Dollars	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Percent of Subcontracts	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Total	\$1,980	\$21,266	\$0	\$0	\$77,389	\$791,392	\$892,027	\$12,139,036	\$13,031,062

Source: Montana Department of Transportation for the period of October 1, 1999 through September 30, 2006.

CHAPTER 4.0 - ANECDOTAL EVIDENCE SUMMARY

Introduction

This chapter describes the results of anecdotal information collected from personal interviews, public hearings and telephone surveys. The collection of personal accounts of incidents of discrimination and the analysis of this anecdotal information are important components of this Disparity Study (in brief reference, the "Study"). The information and analytical data in the Study provides a better understanding of the contracting culture within the Montana Department of Transportation ("MDT").

Courts have relied on anecdotal data in disparity studies as evidence of the existence of past and present discrimination. Regarding the use of anecdotal evidence, the Supreme Court explains, "Evidence of a pattern of individual discriminatory acts can, if supported by appropriate statistical proof, lend support to a local government's determination that broader remedial relief is justified." *City of Richmond v. J.A. Croson Co.*, 488 U.S. 469, 509, 109 S.Ct. 706, 730 (1989). Courts have indicated that while anecdotal evidence alone is generally not sufficient to prove discrimination, combining accounts of specific incidents of discrimination with strong evidence of statistical disparities can provide a strong evidentiary basis to support a race- and gender-conscious program.

In applying *Croson*, the Ninth Circuit Court of Appeals in *Western States Paving Co., Inc. v. Washington State Department of Transportation* noted that "both statistical and anecdotal evidence of discrimination are relevant in identifying the existence of discrimination." 407 F.3d 983, 992 (9th Cir. 2005) (citing *Adarand Constructors, Inc. v. Slater* ("Adarand VII"), 228 F.3d 1147, 1166 (10th Cir. 2000)). The Ninth Circuit criticized the Washington State Department of Transportation (WSDOT) for not introducing any anecdotal evidence of discrimination. During oral argument before the Ninth Circuit, WSDOT contended that the affidavits signed by applicants applying for DBE status provided evidence of discrimination within Washington. Addressing this evidence, the Court stated that the affidavits "do not provide any evidence of discrimination within Washington's transportation contracting industry ... these affidavits do not require prospective DBEs to certify that they have been victims of discrimination in the contracting industry." *Id.* at 1002. The Court also noted that the affidavits signed by the applicants for DBE status only required the business owners to certify that they had been subject to racial or ethnic prejudice or cultural bias or that they had suffered the effects of discrimination because they were a member of a minority group. Relying upon *Croson*, the Ninth Circuit stated, "Such claims of general societal discrimination—and even generalized assertions about discrimination in an entire industry—cannot be used to justify race-conscious remedial measures. *Id.* (citing *Croson*, 488 U.S. at 498).

In keeping with the legal precedent discussed above, the evidence of discrimination presented in this Chapter is compiled from 59 personal interviews with business owners within the state of Montana, all of whom attested by affidavit to the experiences they described in the interviews. The evidence also includes some testimony from business owners at two separate public hearings. Finally, the evidence includes the results of a telephone survey.

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Methodology

Several methods were used to collect anecdotal data from individuals representing both DBE and non-DBE businesses. Specifically, personal interviews of DBE and non-DBE business owners, public hearings and a telephone survey were used to document specific incidents and patterns of discrimination. A detailed explanation of the process used to obtain evidence is discussed under each method.

To participate in the personal interviews and public hearings, business owners had to have conducted business with the MDT; attempted to conduct business with MDT; or acted as a subcontractor on a project administered by MDT during the relevant study period. During the personal interviews, the interviewer asked each business owner to comment upon business that they conducted or attempted to conduct with MDT during such period. Business owners who participated in the public hearings were asked to restrict their comments to specific examples concerning projects administered by MDT. Also, each business that participated in either the personal interviews or the public hearings was located in the state of Montana and maintained a Montana business license.

Public Hearings & Focus Groups

Fields & Brown, LLC ("Fields & Brown") attempted to conduct five public hearings to receive testimony and exhibits relevant to MDT's DBE programs and to DBE participation in construction, professional services, general services and commodities contracting for MDT. We scheduled a public hearing in each of MDT's five districts. The hearings were to occur as follows: Missoula, November 13, 2007; Bozeman, Tuesday, November 13, 2007; Helena, Wednesday, November 14, 2007; Billings, Thursday, November 15, 2007 and Glendive, Tuesday, November 27, 2007. Fields & Brown and MDT agreed not to have a hearing panel for the public hearings. The concern was that MDT employees would be more resistant to not being able to attend the hearing if a panel was present. MDT advertised the public hearing by email, written mailed correspondence, telephone, newspaper advertisements and radio spots. Advertisements were run in the local newspapers for each city where a hearing was scheduled along with the surrounding cities' newspapers. The advertisements included the dates and locations of all five hearings with the thought that a business owner may want to attend a different city's hearing. The hearings were also announced at internal agency meetings held by MDT. The hearing dates and locations were provided to the Montana Contractors Association and MDT staff spent several hours speaking with business owners on the telephone regarding the hearings.

Four of the five scheduled public hearings occurred. Despite the extensive advertising, attendance at the hearings was very poor. No one attended the Missoula hearing, one person attending the Bozeman hearing and testified, two people attending the Helena hearing but did not testify and three people attended the Billings hearing and two of the individuals testified. Due to the poor participation, MTD and Fields & Brown decided to cancel the Glendive hearing. It is significant to note, that during the personal interviews, business owners indicated that they were aware of the public hearings.

Individuals in attendance at the public hearings were asked to sign in and were given speaker instructions and a Speaker's Card to complete. The speaker instruction sheet provided additional information regarding the parameters of the testimony to be provided. A copy of the

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Speaker Instruction Sheet is attached as Exhibit A.

If an individual was interested in speaking at the hearing and met the criteria to present testimony, then the individual completed the Speaker's Card before presenting testimony. The cards were collected, given to the Hearing Officers and added as exhibits to the hearing transcript. A copy of the blank Speaker Card is attached as Exhibit B.

In summary, a total of three DBE business owners presented testimony at four public hearings. One DBE business owner presented testimony in Bozeman and two DBE business owners presented testimony in Billings. No one attended the Missoula hearing and two individuals attended but did not testify at the Helena hearing. We canceled the Glendive hearing.

When each hearing opened, Carla Fields or Sharon Ivy, as hearing officers provided opening comments addressing the legal background for the Disparity Study, the components of the Study and the role of the hearing participants in establishing a factual record for the anecdotal portion of the Study.

The participants were then instructed to provide specific testimony regarding any incidents of discrimination they experienced in conducting business with MDT. As part of the hearing testimony, each speaker was required to provide complete identification, including the speaker's name, represented firm, the speaker's ethnic or gender group and the firm's certification status. After each speaker's testimony, the Hearing Officers asked questions to clarify the testimony. A court reporter recorded the proceedings at each of the hearings.

Fields & Brown originally agreed to conduct five focus groups, one in each district. The focus groups were to capture testimony of prime contractors. Fields & Brown was to contact prime contractors with offices in each district for participation in that district's focus group. Representatives of MDT suggested that Fields & Brown might receive better information from prime contractors if individual interviews were conducted rather than focus groups. Therefore, Fields & Brown agreed to attempt to schedule interviews with all of the general contractors that regularly bid on MDT projects. Because Fields & Brown agreed not to conduct focus groups, we agreed to increase the number of personal interviews from 40 to 60.

Telephone Survey of Firms

Insert once we receive from D. Wilson

Personal Interviews

One-on-one personal interviews were also conducted to elicit examples of specific incidents of discrimination on the basis of ethnicity and gender. D. Wilson Consulting Group provided an interview guide that covered a range of questions concerning a firm's attempts to conduct business with MDT, experiences conducting business with MDT, experiences contracting with general contractors on MDT projects, the firm's business operations and instances of discrimination.

In collecting anecdotal evidence relevant to the existence of discriminatory practices, the interviewers were as objective as possible in selecting the participants, drafting interview questions, asking questions during the interviews and eliciting follow-up responses from

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individuals. The interviewers made no attempts to prompt or guide the testimony or responses of individuals, but they tried to identify any unrecognized or acknowledged discriminatory practices within the relevant market area.

D. Wilson Consulting Group provided Fields & Brown with several different contact lists of business owners to assist in scheduling personal interviews. The contact lists included the following: MDT's DBE Directory, including 84 businesses; prime contractors list, including 10 businesses; and a Montana vendor database list created by D. Wilson Consulting, including 307 businesses. Each list included the name of the business, business classification, contact name, email address, phone number, fax number and mailing address.

Fields & Brown initially separated each list by district and then created five separate lists that combined the businesses located in the metropolitan areas of each district, including Missoula/Kalispell/Whitefish, Bozeman/Butte, Helena/Great Falls, Glendive and Billings. Fields & Brown then contacted each business by faxing a letter requesting participation in the disparity study by means of a personal interview. The letter is attached as Exhibit C. With the initial contact letter, Fields & Brown forwarded a letter signed by Leslie Wootan-Hartung, MDT DBE Program Manager, explaining the purpose of the study and the importance of participating in a personal interview. This letter is attached as Exhibit D.

Fields & Brown called all the businesses that received faxed letters within three days to attempt to schedule interviews. Each business owner who scheduled an interview received a confirmation letter from Fields & Brown sent on the same day that the interview was arranged. The confirmation letter is attached as Exhibit E. Fields & Brown also sent those businesses a reminder letter one to two days before the interview. The reminder letter is attached as Exhibit F. During this scheduling process, Fields & Brown attempted contact with each business two to three times.

The goal was to conduct a total of 60 interviews. Three interviewers from Fields & Brown conducted interviews in Montana during November 12-16, 2007. During the trip, fifteen interviews were conducted in District 1 (Missoula/Kalispell/Whitefish) with three cancellations. Seven interviews were conducted in District 2 (Bozeman/Butte) with no cancellations. Thirteen interviews were conducted in District 3 (Helena/Great Falls) with one cancellation. Fifteen interviews were conducted in District 5 (Billings) with two cancellations. A total of fifty interviews were conducted. After returning from Montana, Fields & Brown contacted the business owners who indicated they wanted to do a telephone interview because they had a scheduling conflict. Fields & Brown conducted ten telephone interviews. A total of sixty interviews were conducted.

The results of fifty-nine interviews are included in the interview findings. The results of one interview were not included because the business terminated the telephone interview.

The contacted firms represented a cross section of firms in construction, professional services and procurement areas. A total of Twenty-Seven DBE firms were interviewed from the following racial/ethnic groups: six Native American firms and twenty-one Caucasian women owned firms. One Caucasian woman owned firm was not certified as a DBE. Two firms that were interviewed were publicly owned and therefore did not fit in one of the ethnic categories. The remaining twenty-nine firms interviewed were Caucasian male owned firms.

The interviews conducted on-site were held at each owner's office or at a location selected by the owner. The interviews averaged one hour in length. Each interview was recorded on tape and later transcribed. Before each interview, business owners were informed that their

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responses to the questionnaire would be confidential and would not be distributed with their identity revealed, except in the event of a legal action, where disclosure is required by the court.

At the conclusion of the interviews, business owners were asked to sign an affidavit attesting that the information provided during the interview was freely given, true and not coerced and that it reflected the firms' procurement experiences with the participating Agencies. The following findings are the results of these fifty-nine personal interviews.

Business Characteristics

The interview instrument included questions designed to establish a business profile for each business interviewed. Information was gathered concerning the primary line of business, the number of years in business, organizational structure, gross revenues and firm size. The information charted below is categorized by Native American owned firms, Caucasian Women owned firms and Caucasian male owned firms. The two firms in the "other" category are the two publicly traded companies.

Primary Line of Business

The following chart summarizes data concerning the primary line of business for the firms interviewed.

Survey Question	Race/Ethnicity or Gender Category of Business Owner			
	Other	Native American	Caucasian Women	Caucasian Men
Primary Line of Business				
Construction		4	9	9
Architecture/Engineering	1		1	16
Consulting	1		5	1
Commodities and Supplies			1	
Professional Other		1	4	3
Miscellaneous and Other Services		1	2	

The categories are (i) construction (which included general contractors and all subcontractors that perform services related to the following construction areas: building, highway or bridge); (ii) architecture/engineering; (iii) consulting (iv) professional services, including all professional services except architecture/engineering; (v) commodities and supplies; and (vi) miscellaneous/other services.

Of the firms interviewed, thirty-seven percent were in one of the construction areas; thirty-one percent were in the architecture/engineering category; twenty-five percent in the consulting/professional services category; two percent in the commodities and supplies category; and 5 percent in the miscellaneous and other services category.

Years in Business

The next chart represents the number of years in business specified by ethnicity of the firms interviewed.

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Survey Question	Race/Ethnicity or Gender Category of Business Owner			
Number of Years in Business	Other	Native American	Caucasian Women	Caucasian Men
0-10		2	7	4
11-20		2	9	4
21-30		1	3	7
31-40		1	2	8
41-50	2			3
50+			1	3

Sixty-one percent of the DBE firms have been in business twenty years or less. Amongst non-DBE firms, twenty-eight percent have been in business twenty years or less. Seventy-two percent of the non-DBE firms have been in business twenty years or more. In comparison, thirty-six percent of DBE firms have been in business twenty years or more.

Organizational Structure

As reflected in the chart below, a large majority of the firms interviewed were either corporations or limited liability corporations.

Survey Question	Race/Ethnicity or Gender Category of Business Owner			
Business Structure	Other	Native American	Caucasian Women	Caucasian Men
Sole Proprietorship		2	1	2
Partnership				
Corporation	2	3	17	25
Limited Liability Partnership			1	1
Limited Liability Corporation		1	2	1
Joint Venture				
Non-Profit				
Franchise			1	

Gross Revenues

The following chart summarizes data obtained regarding gross revenues for 2006. A majority, sixty-seven percent, of the Native American owned firms interviewed grossed under \$500,000 in revenues. For Caucasian women owned firms, there was a balanced split in gross revenues earned above and below \$500,000. Forty-five percent of the firms earned \$500,000 or less and fifty-five percent of these firms earned more than \$500,000 in gross revenues. For Caucasian male owned firms, eighty-three percent earned over \$1,000,000 in gross revenues.

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Survey Question	Race/Ethnicity or Gender Category of Business Owner			
	Other	Native American	Caucasian Women	Caucasian Men
Gross Revenues for 2006				
\$50,000 or less		1	1	
\$50,001-\$100,000		1	3	1
\$100,001-\$300,000		1	4	1
\$300,001-\$500,000		1	2	2
\$500,001-\$1,000,000			4	1
\$1,000,001-\$3,000,000	1		4	7
\$3,000,001-\$5,000,000			1	2
\$5,000,001-\$10,000,000		1	2	8
over \$10,000,000	1		1	7
No Response		1		

Firm Size

Regardless of the race/ethnicity or gender of the business owner, the majority of the businesses interviewed had fifty or fewer employees. Three percent of the DBE firms had greater than fifty employees. Thirty-eight percent of the non-DBE firms had over fifty employees.

Survey Question	Race/Ethnicity or Gender Category of Business Owner			
	Other	Native American	Caucasian Women	Caucasian Men
Excluding Self, Number of Employees				
0-10		4	14	6
11-50		2	5	12
51-75			2	2
Over 75	2		1	9
No Response				

Comparison of DBE and Non-DBE Demographics

Even though the DBE and non-DBE firms interviewed were similar in size, the non-DBE firms generally had higher gross revenues and had been in business longer than the DBE firms. In regard to revenues, nine DBE firms had over \$1,000,000 in gross revenues. Of the nine firms, only one of those firms was minority owned firms. In comparison, twenty-four non-DBE Caucasian male-owned firms had gross revenues over \$1,000,000. The majority of firms interviewed had less than fifty employees; sixteen firms had fifty or more employees. Of those sixteen firms, no minority-owned firms had over seventy-five employees.

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Barriers to Obtaining Anecdotal Testimony

One of the immediate problems Fields & Brown noticed when scheduling interviews was the size of the state of Montana and the distance between districts. Once the available pool of businesses was separated by district, we attempted to determine if there was a particular city within each district where the majority of the businesses were located. We noticed that businesses were located in several cities within each district.

It was important for Fields & Brown to obtain anecdotal testimony from businesses throughout the state of Montana. To accomplish this, Fields & Brown added a third interviewer and scheduled interviews in several cities within each district. Of the seventeen interviews conducted in District 1, ten interviews were conducted in Missoula, two were conducted in Kalispell and one was conducted Whitefish. Four additional interviews were conducted in smaller locations in District 1. Of the seven interviews conducted in District 2, four interviews were conducted in Bozeman and three interviews were conducted in Butte. Of the fourteen interviews that were conducted in District 3, six interviews were conducted in Helena and six interviews were conducted in Great Falls. Of the twenty-one interviews conducted in District 5, eighteen were in the Billings area. We attempted to schedule telephone interviews in Glendive and other cities in District 4 but were unsuccessful.

Specific Incidents of Discrimination

During the personal interviews, business owners were provided a series of situations and asked whether they had experienced any of them. The situations related to potential discriminatory practices by either MDT or prime contractors on MDT projects. If a business owner indicated that they experienced any of the situations, they were asked to explain the circumstances in detail. The following are the results of the questions specified by race and gender.

Survey Question	Race/Ethnicity or Gender Category of Business Owner			
	Other	Native American	Caucasian Women	Caucasian Men
Has your company ever been faced with any of the following situations?				
Submitted as a subcontractor and dropped by the prime after the prime was awarded the contract.			6	4
Placed on a contract to do one job and ended up doing another.		1	3	4
Did a job that required less work and pay than was contracted for		1	12	9
Paid less than the negotiated amount in the contract after completing the job	1		5	4
Prime contractor held your company to higher performance standards than other contractors on the job		1	3	2
Agency personnel held your company to higher performance standards than other contractors on	1		3	7

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the job				
Completed a job and never received payment	1		3	4
Asked to be a front for a majority firm				
Pressured to lower quotes on a bid because of bid peddling or bid shopping by prime contractor			5	3
Frequently contacted by prime contractors for inclusion in a bid, and after providing the quotes, never heard from the prime again		1	10	5
Dropped from the contract because a DBE goal was not required or already met			2	1
Followed any unwritten rules that you must follow in order to win contracts			2	1
Failed to attend mandatory pre-bid conference				1
Asked to sign a form stating you had been paid when you had not been			1	1
Had problems with prime paying you on time	1	1	13	12
Had prime use your firm name in bid without permission				1
Prime changed your bid without permission		1	1	1
Asked to do more work than in bid without increase in fees	2		4	5
Failure to timely release retainage			6	4
Design-Build format puts project out of reach for my company	1	1	1	8

The impact of several of these situations will be discussed in greater detail below.

Bid Shopping

One of the most pervasive and widespread complaints found among DBEs was that majority prime contractors used unfair methods to comply with MDT's bidding procedures. These DBEs allege that the bidding policies for construction contracts, as written by the MDT and as implemented by majority contractors, have a disparate and discriminatory impact on DBEs. The practice of bid shopping is one such area that has a disparate impact on DBE subcontractors who attempt to contract on projects administered by MDT. Under the existing bidding procedures for MDT, prime contractors are not required to list their DBE subcontractors until after the lowest bidder is determined. **The apparent low bidder is given five days to list the subcontractors who will perform on the project.** DBEs state that this practice is discriminatory in that it promotes bid shopping.

DBEs are required to bid against each other within a very short time frame without adequate

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information. Majority contractors are generally given ample time and detailed specifications to prepare their bids. DBEs, on the other hand, are given limited time to render significant bids. These practices often result in DBEs performing contracts at a loss or with marginal profits.

Both prime contractors and DBEs were hesitant to discuss issues related to bid shopping. Before one of the personal interviews with a particular prime contractor, the contractor told the interviewer that he considered canceling the interview because only a few months before two federal agents sat in his office and questioned him about the practice of bid shopping. Several other prime contractors and DBE subcontractors made reference to the fact that the federal government has investigated the Montana contracting community to determine the extent of the problem of bid shopping. This factor impacted the amount of testimony the interviewer was able to obtain.

Two of the questions asked on the above chart relate to bid shopping. Business owners were asked if they were pressured to lower quotes on a bid because of bid peddling or bid shopping by prime contractors. Almost twenty-three percent of the Caucasian women business owners indicated that they had been pressured to lower bids because of bid shopping whereas only ten percent of the Caucasian male business owners experienced the same. Business owners were also asked if they were frequently contacted by prime contractors for inclusion in a bid and after providing quotes, never hearing from the prime again. Forty-five percent of the Caucasian women business owners said they provided bids to prime contractors and never heard from them again. Only seventeen percent of the Caucasian male business owners said the same.

Despite the fact that contractors were hesitant to discuss bid shopping in detail during personal interviews, several business owners discussed the impact bid shopping has on small disadvantaged businesses.

A non-DBE specialty contractor, who has been in business for more than fifty years, discussed how prime contractors regularly request bids from his company even after he indicates that he does not intend to bid on the project. The subcontractor discussed how he believes the prime contractor is requesting his bid only for the purpose of shopping other subcontractors' bids. In a personal interview he stated:

I get asked for bids at times and they are shopping. I'll tell somebody that I can't do a job and they will ask me for a bid anyhow because they need so many bids. Then I have to consider whether or not they will use my number so I bid it high because I don't want to do the job.

Follow up question: Do you think that sometimes the prime already has someone in mind that they want to use but they just ask for people to bid anyway?

I think that happens, yes.

A DBE subcontractor discussed in a personal interview the process prime contractors use to shop bids. She indicated that prime contractors are careful about how they engage in bid shopping. She stated:

We have been called, and people are very careful about bid shopping, but we hear things like, gosh I have another bid, just wanted to give you a chance to take another look and their number is x and yours is y.

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A non-DBE specialty contractor discussed the practice of bid shopping. During the study period, the contractor served as a subcontractor on approximately ten MDT projects. This contractor, when interviewed, explained how their company provides different bids to the various prime contractors based upon their past bidding experience with the contractors. The contractor stated:

We know when we submit a bid to xyz contractor, what he is going to do with it from rumors and past experiences. So we send out to the contractors that we trust, price a; we send out the one who we're not sure about, price b; and to the one we know he's doing what he's doing, price c. We have kind of learned through the process of elimination.

This contractor further discussed how he can determine his bid has been shopped. He stated:

You don't hear from them and you know you're low. Like xyz contractor will tell you you're low and he used you and he went in with you. And then you'll talk to abc contractor and yeah, you were low, he used you. If you are dealing with road contractors, you talk to a bunch of them, and if they use you then you pretty much figure [you're low].....then all of a sudden you call whoever that was the low bidder and its "no, you weren't low". But everyone else that bid on it said that you were the low bidder.

Another specialty contractor discussed the bid shopping process used by prime contractors. This contractor has been in business for twenty years and has served as a subcontractor on at least ten MDT projects during the study period. During a personal interview he stated:

It's between the time you submit the bid to the prime contractor and the prime contractor actually submits their bid to the agency or whomever. They won't tell you where they want you to be at, but they'll say are you sure you can't go lower. They are usually very careful about giving out other peoples' actual bid amount. But you get the hint that you may want to drop it if you want to get the job. Some firms are probably worse than others. It seems like if you have a good working relationship with a company and they would like for you to work with them, they'll call and say can you lower this, that type of thing.

This contractor also discussed how prime contractors contact him with no intent of using his bid but rather because they intend to do the work themselves and just want to use his number as a gauge. He stated:

The other thing that kind of happens is that they'll look for a sub cost and basically it's just to gauge what...they're planning on doing the work themselves anyway...but they'll get a price from you to see what they should be at. That happens quite a bit.

A non-DBE specialty contractor who has been in business for over thirty-one years and has served as a subcontractor on over 100 MDT projects, discussed how he lost a project because the prime contractor shopped his bid after the project was awarded. During a personal interview he stated:

I was the low sub contractor and when we went to the bid letting, they told me I was low. And about 1 - 1 1/2 weeks later, I got a call from this supplier and he said hey, didn't you tell me you got that job, and I said yeah, he said you better make a few phone calls. And I called them back and they stammered and stuttered and said well, we've given it to another company. And what happened was the other company came in with a really low ball price on some other parts of it.

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It is clear from personal interviews bid shopping is a problem that occurs in the Montana contracting community. The MDT contracting practices and procedures are structured to encourage bid shopping. Based upon the personal interviews and testimony from public hearings, we concluded that prime contractors' prices are fixed at the time of bid submissions, whereas DBE prices are merely numbers from which to begin negotiation. DBE subcontractors and non-DBE prime contractors operate under two different standards to the detriment of DBEs. In other words, a prime contractor can be the low bid and be guaranteed the project, but a DBE is not guaranteed the contract even if the DBE subcontractor is the low bid at the time of bid submission.

Prompt Payment

Another area that produced significant complaints by DBE business owners was the fact that prime contractors on MDT projects do not pay the DBE subcontractor in a timely fashion. DBE business owners complained that after they completed their portion of the contract, prime contractors would unreasonably and unfairly withhold payment to the subcontractor. This pervasive practice severely impacts DBE business operations. Because DBE businesses are small, nonpayment produces significant cash flow issues. As DBEs have generally been in business for less time than non-DBE prime and subcontractors, they often do not have the cash reserves available to maintain their business operations when they do not receive payment timely. Therefore, DBEs are disparately impacted by a prime contractor's failure to issue prompt payment.

Additionally, DBEs complained that MDT makes no effort to assist them with obtaining payment from the prime contractor. According to several DBEs, after asking for help, MDT advised the DBE that they were powerless to help them because the DBE's contract was with the prime contractor. DBEs were forced to either take significant losses or to expend significant legal fees to recover money owed them.

As noted in the chart above, during personal interviews, business owners were asked if they had problems with a prime contractor paying them on time. Almost 60 percent of the Caucasian women owned firms indicated that prompt payment was an issue. The following are comments from business owners regarding the impact not receiving timely payments from prime contractors/consultants have on their businesses.

A professional service consultant discussed the problem he is having obtaining payment from a prime consultant on an MDT project. During a personal interview he stated:

Right now we are having problems with a prime paying us in a timely manner. We are in the process of doing the work, but we bill on a monthly basis and so we've done some work and billed them for that and now 3 months down the road, we haven't been paid but we are meeting all the milestones we are supposed to meet and completing the work timely.

A DBE specialty subcontractor explained how MDT's payment structure creates barriers to subcontractors' compliance with the state of Montana's prompt payment laws. This specialty contractor has been in business for nine years and has submitted over 100 bids to serve as a subcontractor on MDT projects. Additionally, she has served as a subcontractor on over 100 projects. When asked what the biggest barrier to contracting with MDT was she stated:

The biggest barrier is payment collection. I don't mean just on the job I'm talking about

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timely payments. The State prompt payment law requires you to either file against the bond or file lien within 90 days of the last day you're on a project. For example, this is the payment schedule for MDT, two to three days before the 15th of the month, the MDT and prime agree on what was completed. Let's say, we did the work the 15th of October, now we are now out to November 15th before they will even agree on payment. Then it goes to the District office. They have 10 days to process it. Then we have the Friday closest to the 25th, the State releases money to the prime and then in the next few working days, that's how clear it is, MDT mails a check to the prime. And then within seven working days, we are supposed to get our money. We have a 90 day limit right out of the gate that says if we don't disagree within 90 days, that means a formal complaint filed against a bond or a lien, we lose our rights at 90 days. And I've just talked you through almost 60 days. So, we get payment and it doesn't look right. So, we send a friendly little thanks for the payment, looks like we're a little short, what do you think. 30 days goes by and then we've lost all rights.

A DBE subcontractor discussed the problems she is having obtaining payment from a prime contractor. She expressed frustration about MDT's unwillingness to assist her and other small DBEs with obtaining timely payment from the large prime contractors who frequently do business with MDT. In recounting this example, the business owner indicated that rather than provide assistance with obtaining payment owed, MDT instructed her to complete additional work for this contractor. She was told by MDT that she would be considered noncompliant with regard to the contract if she did not perform the additional requested work. Therefore, despite the fact that she knew she was not going to get paid for the work she already completed or the additional work, she felt forced to do the additional work. In a personal interview she explained:

We are due a significant amount of money on the two adjacent projects for the same prime contractor. We have contracts in place. We've got bonds attached. We have fully executed sub contracts that have been amended by myself and the prime contractor that are not being honored by either the prime or the bonding company or enforced by the State. I have had several people tell me I'm on good ground and have been recommended by several people, that I need a good attorney and then this will stop. My response is "I'm a DBE. We have a DBE office. You can make this stop. They won't exercise their power.

Follow up question: So the contract you're talking about, you've completed the work you needed to complete and are you on your way to being paid?

Yes and in fact we had to go do some work at the end that we didn't want to go do because we were already due a bunch of money and we were advised by the DBE office that if we did not complete the work even though we knew we weren't going to continue to get paid for the work we were doing, let alone the work we had already done that we would be in non-performance. So we got the heat to do some more work knowing that we weren't going to get paid for it or the work we already had left on the books.

Follow up question: And when you contact the prime contractor about getting paid what's the response?

It's colorful at this point. Now there's no communication. This particular contractor that we're dealing with is very strong in our industry in Montana. They have a lot of the good old boy relationships going with the powers that be, let alone inspectors. There's rumor, we've never been part of it, but there's rumors of buyoffs and take offs and vacations. You know a suburban that show up. I can't document some of that, but the word is out that "don't piss them off" and I unfortunately have managed to do that. And the reason I have is that we had

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this project, this particular project was an a + b contract and this is the reason the DBE program should exist is to help this kind of stuff.

When things go well, we don't need the DBE program. Everything runs smoothly. I believe the program is needed when there are problems. And not only with DBEs, although in this case I was a DBE on a federally funded project, but even for other sub contractors who might not even be DBE. I believe the state of Montana is not acting as an owners' representative and protecting the sub contractors. They approve our sub contracts but don't help us when we have an approved sub contract in place. And I've had a discussion with some of the people, if you're not going to help us then get out of the way. We want you to help us. We want you to approve our sub contract but if we have a problem and we hear you say "our contract is with the prime and your contract is with the prime so we don't really have a relationship" and I say "no we do have a relationship". First of all, I'm a registered state of Montana contractor; second of all, I'm a registered DBE contractor; third of all, I was listed and identified on this particular project as a DBE contractor on a federally aided project; fourth of all, I have a fully executed subcontract that was approved by the State. I believe you do owe me some work. Those are my opinions, of course.

But in the mean time I've spent a whole lot of time and energy with the DBE office. They want to help. Their hands are tied. Somebody above them is stopping them. They have the ability in the DBE handbook to keep a prime out of a state bid letting when they are not paying sub contractors according to the prompt payment law. I have proven that I've been paid late. I've been paid incomplete. I'm still waiting on retainers two and a half years later on a job. I have attached the bond. Every time I speak with someone they say 'gosh you've got everything in place, what's the problem' and I say 'I don't know'. Why won't they stand up to the prime contractor and hold them out of the bid letting and set a precedent for the requirements of how they have to do their job but it's not happening.

At this point, this disparity study is all really good and I hope this helps the DBE office continue in existence because I think they have a lot to offer but they have no bite at this point so it's a joke. It's a joke to the DBEs. It's a joke to the primes. It's nothing but a pain in the back-end for most of the primes to even deal with the paperwork when there bidding which gives the program no value. If that's the case, we may as well disband it and move on.

A DBE specialty contractor discussed how she has to make all the attempts to receive payment from prime contractors. She indicated that she does not receive assistance from MDT when issues of payment arise. During a personal interview, when asked if she has had problems with a prime contractor paying her on time she stated:

We are usually the ones that have to call and do the legwork. I know down in Wyoming their DBE supportive services will call contractors and they've never done that here. At least not for me.

A DBE professional service provider discussed how not receiving timely payments from prime contractors puts on her the burden of borrowing money to pay her employees. During a personal interview when asked if she has problems with prime contractors paying her on time she stated:

Yes, at this moment, our prime for the MDT project is withholding payment from us until they get paid for the work with MDT and I know that is a general practice among prime contractors but it is a reprehensible one because it puts the burden for borrowing on the sub.

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If I promise to pay net 30, I pay net 30 regardless of whether the Agency or the client has paid me. And I think that is unethical behavior. So here, my prime is now more than 60 days overdue.

Another DBE consulting firm indicated during a personal interview the impact of not receiving timely payment from prime consultants has on her cash flow. When asked if she has had problems with prime contractors paying her on time she stated:

Yes, I received payment nine months later and that affects my cash flow.

A DBE specialty contractor discussed how prime contractors' decision not to bill monthly impacts her cash flow. During a personal interview she stated:

I usually have a net 30 on my invoices, so I usually bill monthly. Usually the role that the primes follow is that they pay their subs when they get paid by the agency. I understand that, however, sometimes primes aren't submitting their bills every month so they hold back on billings, which in turn delays our payments.

Follow up question: Does the delay in payments affect your cash flow?

Yes it does.

A DBE supplier discussed problems she has had obtaining payment from a prime contractor. During a personal interview she was asked if she has had problems with a prime contractor paying her on time. She stated:

A contractor held the money so I put everything on hold and they haven't talked to me since. I know I'll get paid; I just wait and call the DBE office to get help getting paid.

Follow up question: Does getting paid late affect your cash flow?

Yes, definitely.

A DBE specialty contractor discussed problems he had obtaining payment from prime contractors. He indicated that he was concerned that the prime contractor would not use him in the future if he complained too much. During a personal interview he stated:

I think there are some of the major contractors who don't have enough office personnel to get the office paperwork out on time. There's one that's kind of notorious for that, but we do get the money after sometime. There's not much you can really do about that because if you complain too much then they won't use you and they just say that they'll find someone else to do the work.

Racist and Sexist Attitudes Toward DBEs

Both minority and women business owners alleged that they have encountered hostility, prejudice and sexism from Agency officials and majority business owners. Often DBEs are stereotyped as incapable of providing quality goods and services. These attitudes create feelings of frustration among DBE owners and serve as barriers to DBE participation with MDT in contracting and purchasing. In personal interviews, several DBEs indicated they had negative

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experiences on job sites. As seen in the comments below, the business owners described hostile experiences that made completing a project difficult.

During personal interviews business owners were asked whether prime contractors showed favoritism to some firms on projects. As noted in the chart below, the vast majority of Caucasian women business owners believed that prime contractors showed favoritism to some firms. The majority of Caucasian male owned business also felt prime contractors showed favoritism. While many of the firms indicated that the favoritism was based upon established working relationships, the following discussion will show examples of discriminatory treatment by prime contractors toward DBE subcontractors.

Survey Question	Race/Ethnicity or Gender Category of Business Owner			
Do you think prime contractors show favoritism to some firms on projects?	Other	Native American	Caucasian Women	Caucasian Men
Yes	2	1	17	16
No		4	2	10
No Response		1	3	3

DBE business owners were also asked whether their firm ever experienced discriminatory action by MDT. Fifteen percent of the DBEs interviewed felt they had been discriminated against by MDT.

Survey Question	Race/Ethnicity or Gender Category of Business Owner			
Has your firm ever experienced discriminatory action from the Agency?	Other	Native American	Caucasian Women	Caucasian Men
Yes		2	2	
No		4	19	
No Response				

While most business owners did not feel MDT had discriminated against them, the following discussion clearly shows that DBEs felt prime contractors working on contracts let by MDT had discriminated against them. Discriminatory behavior by prime contractors on MDT projects makes MDT a passive participant to an environment of discrimination.

A DBE contractor discussed the difficulty he had attempting to obtain business when he first started his company. He has been in business for approximately 25 years and has bid on 25 contracts as a prime contractor and over 100 as a subcontractor. He has received over 100 subcontracts. He felt that he was treated unfairly by MDT project engineers because they thought he was not deserving of the contracts let to his company, but rather was "getting handouts". During a personal interview he stated:

When we first started, a lot of MDT project engineers didn't like me.

Follow up question: Was that due to your race?

Yes. Because they thought I was getting handouts. But after a couple of years and I actually

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did the work, I started changing them. But they were thinking this whole Indian thing was a bunch of shit. There are people in the highway department right now who think it is.

A DBE specialty contractor discussed the discriminatory treatment she received by prime contractors and MDT employees on MDT projects. This contractor has served as a subcontractor on over 100 MDT projects. During a personal interview when asked “has your firm specifically been treated unfairly in the procurement selection process, this contractor stated:

Well, it's all low bid. I don't know what goes on behind closed doors to get to the low. I've heard and been a part of little bit of the discussions ahead of time but I think once you publish a number it's fair because it's all low bid. But I think there's a lot of advantages that aren't necessarily displayed in the contract documents.

Follow up question: What gives you that impression?

Well, like I was saying, depending on who the project manager for the state is and the relationship that prime would have with that person versus another relationship, you could bid differently.

For example, we were just on a project up in Kalispell a couple a weeks ago and they were adjacent projects, side by side. Same state project, two different prime contractors, and two different subcontractors. No problem, we can work together. The project manager was requiring the prime contractor on the project that we were working on to do some incredibly fine work however the very adjacent project was not under the same standards. Same specifications supposedly, different standards in the field, side by side.

Follow up question: And you think it's because the relationship project manager had with the prime contractor?

That's what the prime contractor had indicated to us. There is a lot of subjectivity to the specking which is reasonable and I'm not sure how you really tighten. We show up on a job and have an inspector say, “awe good to go, get it done and I'll see you Wednesday.” We have other guys stand behind us and breathe down our neck every move every person makes and I'm not sure sometimes how to bid some of that. Everybody's ready to get to work and you're out of there in three days. Other jobs we're there a week later waiting for either the prime contractor or the state or who knows who.

Follow up question: Do you think that any of that has to do with your gender?

I do. I think there are many contractors who like working with us not only because we're DBE but also because of our reputation. We are kind of a “can do, get done outfit”. On the other hand, I think there are firms that don't like working with DBEs because they don't like the extra regulations that perhaps could go along with having to do things properly. You can't make back door agreements when you have yet another department looking out after you.

Follow up question: Do you notice a difference in how project managers for the Agency treat you and do you think that has anything to do with your gender?

Most people do a very good job both on the prime side and on the state side. I do have experience with some, being the female on the job, because I'm the president and I'm

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ultimately the one that tells our crew what to do or not to do. We've had prime contractors go to our foreman and say, "who's the "B" in the office?" I don't think that's professional or necessary.

Follow up question: Does that kind of stuff happen often?

No. I think in general, things go very well. What my feeling is that most people want to do the right thing and are pretty easy to get a long with. They want to do a job, get in, do the job and get paid, and get out of there. We are all there for that reason. But there are, on occasions, hidden agendas both politically and financially and sometimes power. And to me that's why we have regulations, for those players, not for the majority of the players.

This contractor further discussed unfair treatment that she received because she is a DBE.

I'm out \$120,000 on two jobs. That's a lot of money to our firm. And a lot of negative energy with being sworn at, threatened, contracts cancelled. I had a contract sent to me by that same firm with a letter that said that if you are going to change anything in the subcontract, don't send it back. I sent a letter back that said, I can't sign this subcontract because what you have even for a bonding amount and a TERO fee, which is tribal, is not correct per the contract documents or my original estimate. I had that in writing. I'm not even talking about back door stuff. There's plenty of that. But I have it in writing, this bullying. I have an e-mail where I was told to go back to college and get some education and learn how to work in the construction industry. I forwarded all that stuff to DBE. This is what I'm putting up with. If they will put this in writing, do you know what there are saying to us? Nothing happened. Let alone got my money. I don't care if you call me names, just give me my money.

Follow up question: Do you think they do this to you because you are a DBE contractor, because you're female?

I think in this particular company's case, it definitely had something to do with.

Follow up question: What gives you that impression?

When I show up to a meeting that's with the State, the prime contractor, myself and a couple of other subs in scheduling and the prime contractor doesn't like what I'm saying during the meeting and he will stand up and shout colorful language.

Follow up question: Is it gender specific colorful language?

Not usually to me directly but you know, bullying language and gender specific language has been said to my crew. Again, this is exception; I want you to know that most people work really well together. We have some fantastic relationships. But this particular job, it went sideways on us and it wasn't due to our lack of performance.

There is one contractor in general that really pushes the subs around. And people are afraid to speak up because you are afraid to lose business. They don't have tight contracts. They might have been in a jam with performance. If there is anything at all wrong on your end, you sort of have to shut up and just play. In my case, I'm educated, I have a clear concise fully executed mutually agreed upon subcontract. I have all my

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orders in writing. I have all my notes in writing. And I still can't collect my money. What does that do for people that don't have all the input? It's impossible.

A DBE professional service consultant discussed how he may not have received contracts because of the negative connotations associated with being a Native American owned business. This consultant has been in business for 3 years and has served as a subconsultant on MDT projects. When asked "has your firm ever experienced discriminatory action by a prime contractor on a MDT project" he stated:

Not that I'm aware of. A lot goes on behind the scene. I don't know if we haven't gotten bids because they didn't want to deal with that, I don't know.

Follow up question: Does something give you the impression that might be the case?

There's a fear just because you know, you say flatheads or reservations there's this whole negative connotation. They think poverty. They think Mickey Mouse operation. I feel like we really have to prove ourselves to the primes more than a normal company would because they think that we're just a bunch of Native Americans, uneducated, don't know what they're doing, etc., etc.

Barriers Faced by M/WBEs

During the personal interviews, business owners were provided a series of factors and asked whether each factor interfered with the company's ability to bid on a project with MDT. The factors related to potential barrier to contracting with either MDT or prime contractors on MDT projects. If a business owner indicated that any of the problems were barriers they were asked to explain in detail how the problems operated as barriers. The following are the results of the questions asked by race and gender.

Survey Question	Race/Ethnicity or Gender Category of Business Owner			
	Other	Native American	Caucasian Women	Caucasian Men
Have any of the following factors interfered with your company's ability to bid on a project with MDT?				
Performance bond requirements		2	3	1
Insurance requirements			4	1
Non-competitive supplier prices		1	2	
Bid specifications			3	3
Pre-qualification requirements		1	2	4
Asked to be a front for a majority firm		1	4	3
Limited information on pending projects	3	1	9	8

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Knowledge and understanding of purchasing/contracting policies, procedures or processes	2		5	6
Lack of experience		2	4	11
Lack of personnel		1	11	13
Lack of equipment		1	3	
Lack of resources to compete in the public & private markets simultaneously		1	1	4
Lack of relationships with larger firms that you could partner with	1	1	5	3
Contract is too large		2	4	6
Contract is too expensive		1	5	6
Contracting practices	1		5	7
Cost of buying plans for each proposal		1	1	
Agency procurement managers tend to maintain a preferred list of vendors to the exclusion of your firm	2		2	6

While there were several areas as noted above that presented barrier to contracting with MDT, the potential barrier that generated the most discussion from DBEs was having limited information on pending projects. Forty-one percent of the Caucasian women interviewed indicated that not having information regarding pending projects was a barrier to contracting on MDT projects. This was also a significant complaint of the Caucasian males interviewed with 28% indicating this was a problem. The majority of the complaints were by engineering companies. These firms complained that MDT's current ranking process operates as a barrier to smaller engineering companies obtaining information on available contracting opportunities. The specific barrier created by the ranking process will be discussed in a separate section below.

A small non-DBE engineering company discussed the problems he has obtaining information regarding potential contracting opportunities. When asked if agency personnel are helpful when you have questions, he stated:

No.

Follow up question: Can you explain to me what the problem is?

For at least seven years, you go to the website to find out what projects would be coming up, I've never figured how the projects are coming up. How everybody gets these projects, I have no idea. It seems to be an inner circle.

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Follow up question: And does that process serve to the disadvantage of a company your size?

Absolutely, there's no way to compete when you don't know what projects are coming up.

Follow up question: In the last seven years, have you received any projects from them?

I received one project, a service project, with them. I was called for a research project. I have no idea why I was selected.

A DBE professional service consultant discussed how not having the opportunity to connect with larger firms makes obtaining information on pending projects difficult. During a personal interview she stated:

Because we're small, subbing really helps us cause the projects tend to be pretty large dollar wise and so, again, there's really no way for us or no place for us to come together and have big firms or find them and create these relationships. We'd have to do it completely on our own.

Follow up question: Would it be helpful if the DOT could facilitate some of that?

Definitely. We could use some help there. And one of the things that would really help that kind of ties in to that is that because everything is through the internet now, they really don't have a good updated list of all the plan holders and everything. I think they actually did away with it completely. And it's because they can't keep track of whose downloading the plans. They used to send them out and they'd have a name. And that would be such a great way for small companies to see who the primes are that are going to bid the jobs and they could contact them and let them know what they have to offer. And now because everything is through the internet, nobody has to sign up. If they had some kind of pre-sign up or something at least, at least before a jobs bid, if you're a prime contractor, that would at least give me something to work off of.

Follow up question: So, you have no idea of who's even picking up plans?

No. They have a bidders list if somebody that calls and order them hard copy but if you download it off the internet you would never know. Often companies would bid and I would have no idea until after the bids over.

When asked what MDT could do to improve this problem, the consultant stated:

Have a mandatory primes list for who's bidding it to be available two weeks before the bid day. Then the prime could just call and say put me on there so we could get some good contacts.

A DBE specialty contractor discussed how if she were not a DBE she would not know what projects were available. During a personal interview she stated:

If I wasn't a DBE and go the weekly notice through the DBE office, it would be difficult to know of those projects. They send out an email once a week to DBE's.

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A non-DBE engineering company discussed information on pending projects is not readily available to consultants. During a personal interview he stated:

Consultants aren't necessarily aware of what projects they would have forthcoming and that information really isn't readily available for design projects, but it is for construction.

A DBE specialty contractor discussed how the purchasing department does not provide consistent information on potential projects. During a personal interview she stated:

Well, they put out future projects in construction, in purchasing well you don't always have all the information of what's coming up or when it's going to be bid which could affect which jobs you wanted to pursue. We don't do as much prime bidding with construction. The primary thing we bid is [contracting area] and those are now in the purchasing services. They don't put out a schedule like construction does; a future project schedule. They do like a six month one out. It's not written in stone. And the RFQs, you don't have those until you see it come up on their website. And it's usually a few maybe three weeks, maybe a month, notice, or maybe a couple of weeks.

A DBE professional service consulting firm discussed how she does not know about pending projects and when she does obtain information she has a short turn-around time to submit her proposal. During a personal interview she stated:

You never know anything about a pending project. They just call us and give us a short amount of time. Usually we have to respond within a couple of weeks, which isn't a problem, but if it's in the middle of a field season, it would be a problem.

Good Old Boy Network

Another contracting barrier indicated by DBE business owners is the existence of an informal network, commonly referred to as a "good old boy network," that gives advantages to firms selected for MDT contracts. In interviews, many DBE business owners indicated that the existence of this good old boy network operated to exclude their businesses and that their inability to be a part of this network had a disparate impact on their ability to obtain business. The chart below summarizes the responses of business owners to the question whether they were aware of informal networking that gives advantages to firms selected for MDT contract. Of the DBEs interviewed, approximately forty percent acknowledged that a good old boy network exists that gives advantages to majority firms selected for MDT's contracts, whereas only twenty-six percent of the Caucasian male owned firms acknowledged that such a network exists.

Survey Question	Race/Ethnicity or Gender Category of Business Owner			
Is your firm aware of informal networking that gives advantages to firms selected for MDT's contracts?	Other	Native American	Caucasian Women	Caucasian Men
Yes	1	2	9	6
No	1	4	13	21
No Response				2

The following discussion expresses the comments of some of the DBE firms regarding the existence and impact of a good old boy network on their business operations.

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A small engineering company that has served as a sub-consultant on MDT projects discussed how the existence of a good old boy network prevents him from being aware of potential contracting opportunities. During a personal interview he stated:

I'm a sub-consultant for several larger firms, and they seem to always know when a job is coming out well before everyone else knows. They spend most of their time finding about projects and developing their strategies to get those projects.

Follow up question: And that practice operates to the disadvantage of smaller companies?

Yes.

Follow up question: Is that because you're not able to spend the time trying to figure that out available jobs, you don't have the resources?

I don't have the time and you have to have the personal connections with these people to even find this out.

A DBE subcontractor discussed the existence of the Good Old Boy Network in the state of Montana. During a personal interview she stated:

I think its raging in this state. You have to realize that this is treading on some scary territory. I do think that it's very much in place in the state of Montana. I think if the truth were ever to come out, we would be one of the top states and I know that's not far off from what the Feds believe. I know that they've looked into this state and I know that they continue to look at this state; I just really hope they continue to look into it. But as far as the Department of Transportation's actual roll in that, I'm well aware of a few people that need to not be a part of DOT and I think the DOT is aware of that as well.

Follow up question: How does that good ole boy network operate from a contractor's perspective in your opinion?

I think they get who they want and have these little cohesive networks. We couldn't make it doing the highway because we weren't part of the good old boy network.

Another DBE specialty contractor discussed the existence of a good old boy network in Montana. She felt that because of the relationships between some prime contractors and MDT inspectors, that project specifications are sometime overlooked. She discussed how she was asked to complete work incorrectly by a prime contractor. She stated:

Montana is the good old boy network.

Follow up question: Describe it for me.

I had a situation where the specifications were backwards.....And I indicated both to the prime contractor and to the state that they were in fact backwards and that in fact it would be at cost savings to the state to reverse it. And I was told just put it in the way it was specked. If they wanted it done over they'll pay us to do it a different way. I said wait a minute that's not right, were a specialty sub contractor and we believe in doing due diligence

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when we see things like that because specs do get mixed up. And it is relatively innocent most of the time, but in this particular project I was swore at, e-mailed at and was threatened to just get my ass to work. So is there good ole boy? Yes, because I think that in that case if the prime contractor and the state inspector weren't all tucked in all nice and tight there would have been some reasonableness to doing it right rather than just feeling the contract so that the prime contractor can get there incentive money.

A non-DBE specialty contractor discussed how the good old boy network operated with MDT. During a personal interview he stated:

All procurement officers are inclined to hire people they know. And that's how it works. They want people they know and know the track record of, they're comfortable and know their processes and provide services on time and in the proper format. They don't have to struggle to get things in the format they want.

A DBE consulting firm discussed the impact the good old boy network had on his ability to obtain business. During a personal interview, he discussed how he is not able to obtain a subcontract unless bids the job at cost. He stated:

They (prime contractors) have there "go to subs". I pretty much have to come in at our cost to break in. They are not going to deal with us unless we give them something to deal with. It's just ridiculous. In talking to other minority owned subs we've been told that you have to come in really low to get on with the prime bids. From what I understand, they have relationships with companies they've formed for years. So they're not interested. I would almost do the same thing if I had somebody I know is dependable, then you're going to take their bid even if it's a little higher than other companies or equal to. I think it's a lot of guys that they have done business with, that they're friends with or whatever reason and there's just no incentive for them to shop around that much. You really do see the same companies and the same subs getting the same good jobs over and over.

A non-DBE consulting firm discussed how his inability to provide incentives to MDT employees has negatively impacted his firm's treatment in the selection process. He is not able to compete with the relationships formed between some prime consultants and MDT employees. This company has been in business for over 20 years and has made between one and ten attempts to serve as a prime consultant on MDT projects. When asked "has your firm specifically been treated unfairly in the procurement selection process" he stated:

I think they're influenced by a lot of subjective things, such as who lets them hunt on their ranches. They are very good with personal relationships. If you send them a \$10 box of candy, they say "oh no, we can't do that" but in Montana, hunting privileges are huge. It's not an even playing field by any means.

Follow up question: Do you feel that your firm has been specifically treated unfairly during the procurement process?

Yes, because of the above. We're not willing to buy ranches to send people out to hunt.

